

THE Commercial & Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,
A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES
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CONTENTS.

THE CHRONICLE.	
The Financial Situation.....	495
The Louisville & Nashville.....	497
The Mutual Life's New Purchase.....	498
Cotton Consumption and Overland Movement to Nov. 1.....	499
Financial Review of October, 1882.....	500
The Debt Statement for October, 1882.....	502
United States Treasury Statement.....	502
Monetary and Commercial English News.....	503
Commercial and Miscellaneous News.....	505

The Chronicle.

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THE FINANCIAL SITUATION.

The financial outlook remains in most particulars practically unchanged. General business continues good for the season, and the distribution of merchandise is progressing rapidly, though the margin for profit in some departments is not what it has been during previous years. Cotton, also—which was unusually late this Fall in maturing—is now beginning to move very freely, and gives assurance of an immense crop. Such conditions as these, added to the large production of breadstuffs in the West, are clearly reflected in the railroad earnings, and in the current reports that the rolling stock of the leading lines is fully occupied.

A feature in the situation which shows a slight improvement, is the monetary prospect. The steady though moderate demand from abroad for our railroad properties has continued to furnish some bills to the market against outgoing securities; and this, together with the large movement in cotton and the pressure of cotton bills, has again made foreign exchange weak and lower, so that at the moment it looks as if gold must begin to move this way before the year closes. It is of course possible for the managers of the Bank of England to greatly disturb the natural currents by raising the Bank rate; and yet the much lower outside rate at present ruling in London, being over one per cent less than the Bank minimum, indicates an entire absence of speculation there even now. In fact all trade in Great Britain has been for some time quite disappointing, undoubtedly due in part at least to the high official minimum. A further rise would result in a further disturbance of values there, but still the Bank may be forced to do it, as it is by no means in a strong position. It is gratifying however for the time

being to find exchange weakening and bills abundant. The inquiry this week was satisfied by Wednesday, the steamers of Tuesday and Wednesday having carried out large remittances; since then the demand has been very light and the indications at present point to still lower rates for sterling.

Of course active money this week here has had something to do with this decline in exchange. The extreme interest rates have been from 3 per cent to 20 per cent and without any indication of manipulation. The sudden activity was probably induced by changes in loans made preparatory to the 1st of November settlements, and special payments on account of the "Nickle Plate" purchase and also of the old Post Office property, the latter to the Government. Still the banks are losing money now more particularly to move cotton, the draft for that purpose coming later than usual because of the lateness of the crop, as already stated; their receipts of currency are also large for the season, so that their net loss is really moderate. It is interesting to note in this connection that the Government has, during the entire Fall, done its best to keep its operations from having any effect on the money market, because its past practice indicates a policy which we may presume will be continued. The first of November Treasury statement affords the opportunity of tracing its operations by bringing together in the following comparison with the first of August, figures which exhibit the Treasury holdings of money of all kinds at the two periods.

MONIES HELD BY UNITED STATES TREASURY.

	August 1, 1882.		November 1, 1882.	
	\$	\$	\$	\$
Gold coin and bullion.....	145,079,030		159,805,743	
Gold certificates issued.....	5,017,940		26,360,440	
Less held.....	1,500		14,960,170	
Total gold certificates outstanding.....	5,016,440		11,370,270	
Total gold, less outstanding certificates.....		140,062,590		148,435,473
Standard silver dollars.....	88,840,896		92,414,977	
Silver certificates issued.....	67,119,210		73,807,710	
Less held.....	12,361,490		7,987,360	
Total silver certificates outstanding.....	54,757,720		65,820,350	
Total silver, less outstanding certificates.....		34,083,170		26,704,527
Silver bullion.....		2,816,270		4,012,503
Fractional silver coin.....		28,153,950		26,749,433
Legal tenders.....	34,980,590		29,880,196	
Less certificates of deposits.....	12,730,000		9,945,000	
Total legal tenders, less deposit certificates.....		22,250,590		19,744,196
Bank notes.....		8,428,411		6,729,051
Total held in Treasury.....		235,783,996		237,106,189

This shows that the Government held in its vaults, of legal tenders and bank notes, and also of gold and silver over and above certificates outstanding, an aggregate of \$232,106,182 November 1, against \$235,783,996 August,

or a decrease of about $3\frac{1}{2}$ millions. Thus we see that the money market has received $3\frac{1}{2}$ millions of circulation from the Government since August 1, besides the gold and silver coined during that time. It is now stated that the Treasury will shortly anticipate the payment of the 118th call of bonds for 15 millions. On Wednesday it began the disbursement of the interest on the 3 and $3\frac{1}{2}$ per cents; so that during the past week, making allowance for such items as do not affect the banks, the Treasury operations have resulted in a gain, which is a loss to the banks, of \$241,492. The interior movement to and from the banks this week has been as follows.

Receipts at and Shipments from N. Y.	Received.	Shipped.
Currency	\$1,207,000	\$1,496,000
Gold .....	.....	132,000
Treasury Transfer to New Orleans.....	.....	900,000
Total	\$1,207,000	\$2,528,000

Last week's bank statement doubtless again reflected the actual condition of the banks. This being the case, the following will indicate the character of this week's return.

	In to Banks.	Out of Banks	Net Loss.
Sub-Treasury operations, net.....	\$.....	\$241,492	\$241,492
Interior movement.....	1,207,000	2,528,000	1,321,000
Total.....	\$1,207,000	\$2,769,492	\$1,562,492

The Bank of America reports no movement of gold for account of the associated banks this week.

Notwithstanding the conditions named have thus been to an extent fairly favorable, and some of them decidedly so, there is no material alteration to note in the stock market. At times there is an apparent recovery in the tone of speculation, but it has been thus far invariably followed by another relapse, keeping up an unsettled feeling. At present the elections next Tuesday are marked as the turning point; but perhaps then the date of the speculative opening will be further postponed, as it has during the fall been a constantly receding event. It is certain that the free canal provision to be voted on in this State, and the Railroad Commission appointments to be made by the new Governor, are expected to have some effect on railroad properties. But we are inclined to attach little importance to either. The canals are closed anyway during the more active season, and railroads are now able—thanks to steel rails and solid road-beds—to carry freights at such low rates that they will be able to divide the business, though the canal may be the regulator. And as to a Commission, this State is too enlightened, we think, to indulge in interference which would tend to curtail our transportation facilities.

Still the possibilities involved in these changes are having some influence on the market. At the moment, too, there seems to be a marvelously discordant and unpeaceful state of feeling among the managers of the various railroad properties, which is not favorable to speculative manipulation. In the first place the purchase of the "Nickel Plate" road seems to have had somewhat the effect among the fraternity of a red rag on a mad bull. The President of Erie, usually so bland and peaceful, the very model of propriety, bristles up and disavows the "Nickel Plate" connection with Buffalo, leaving its freight trains in a most forlorn condition outside the city. About the same time also comes a growl from the West, and from a source little given to growling and never to Wall Street speculations—from the old and conservative Illinois Central. This time, too, it accompanies its growl with a bite and off drops the "Nickel Plate" Chicago terminus, leaving the trunk headless and tailless to shift for itself under its new management.

Nor are these the only parties that have assumed a hostile attitude, though the others have as yet committed no overt act. Among the latter we may class Mr. Gould, for he appears to be aggrieved, but he does not tell us why, though it would not be difficult to imagine. The managers of the New York West Shore & Buffalo also give evidence of being unhappy, while the Delaware Lackawanna & Western, although apparently sweet tempered, are credited with heart-burnings. In fact it is claimed that the only wholly complacent "railroad king" is Mr. Vanderbilt, showing how uneasy lies the head that wears the crown.

Then again the telegraph interests seem to be out of accord. Mr. Pender's manner of going away was not satisfactory. And now the Mutual Union enterprise strikes out for itself. At the same time the Western branch of the Associated Press enters into relations with one of the new companies. Under all the circumstances it is not strange perhaps that the market should have been in an unsettled condition while this game of cross purposes was being played by the leaders. Their followers could get neither advice nor encouragement regarding the immediate future of prices, and therefore they have sought to earn their daily bread by cautiously trading in the market and seizing their profits as quickly as possible. The speculators for a decline have taken advantage of this unsettled feeling to hammer those stocks which give most promise of yielding readily, and when their object has been accomplished they cover their shorts and thus give the market a temporary appearance of strength.

The Governing Committee of the Stock Exchange on Wednesday passed a resolution declaring that it is not within the power of the Committee to take any authoritative action in the matter of the adoption of a system of clearing stocks. The Exchange as a body may act upon the subject, but it is scarcely probable that it will do so. Therefore the scheme may be regarded as abandoned so far as the Stock Exchange is concerned, at least for the present. It is suggested that if the law regarding bank certification is rigidly enforced some of the Wall Street banks may decide to leave the National and go into the State system. At least two have the matter under consideration, and if they can be assured of a satisfactory increase in business resulting from stock-brokers' accounts they will probably decide promptly. Banks having a large out-of-town correspondence and receiving heavy deposits from National banks in the interior will hesitate to give up this country business, but there are at least six banks in Wall Street and vicinity to whom it would be advantageous to go into the State system. The change can be made with very little trouble, the votes of only two-thirds of the stockholders being required, and the process is very simple.

The following shows what has been the margin of profit in stock dealings between New York and London the past week.

	Oct. 30.		Oct. 31.		Nov. 1.		Nov. 2.		Nov. 3.	
	Lond'n prices.*	N.Y. prices.*	Lond'n prices.*	N.Y. prices.*	Lond'n prices.*	N.Y. prices.*	Lond'n prices.*	N.Y. prices.*	Lond'n prices.*	N.Y. prices.*
U.S. 4s.c.	110-43	110-5	110-55	110-5	110-43	110-5	110-43	110-5	110-43	110-5
U.S. 3-8s.	101-53	101-3	101-53	101-3	100-70	101-3	100-94	101-3	100-94	101-3
Erie.....	40-80	40-5	40-54	40-5	40-37	40-4	40-62	40-5	40-37	40-4
2d con.	99-34	99-3	99-34	99-3	99-24	99-3	99-24	99-3	99-24	99-3
Ill. Cent.	147-07	148-5	148-20	148-5	149-11	149	150-32	149-5	149-11	149
N. Y. C.	133-68	133-5	133-19	133-5	132-32	133-5	132-81	133-5	132-32	133-5
Reading	30-38	30-1	30-43	30-1	30-61	30-4	30-10	30-1	30-61	30-4
Ont. W'n	27-02	27	26-90	27	27-12	27	27-24	27	27-12	27
St. Paul.	100-57	100-5	100-05	100-5	100-04	100-5	100-94	100-5	100-04	100-5
Exch'ge cables	4-87	4-87	4-87	4-87	4-87	4-87	4-87	4-87	4-87	4-87

* Expressed in their New York equivalent.
† Reading on basis of \$50, par value.

The Bank of England reports a loss of £830,000 bullion for the week, and a decrease of 2½ per cent in the proportion of reserve to liabilities. The Bank of France gained 1,375,000 francs gold and lost 3,625,000 francs silver. The Bank of Germany since last return shows a decrease of 248,000 marks. The following exhibits the amount of bullion in the principal European banks this week and at the corresponding date last year.

	Nov. 2, 1882.		Nov. 3, 1881.	
	Gold.	Silver.	Gold.	Silver.
Bank of England.....	20,162,764	.....	20,860,535	.....
Bank of France.....	38,862,525	44,627,003	24,461,250	47,471,857
Bank of Germany.....	6,366,000	19,093,000	6,406,750	19,220,250
Total this week.....	65,391,289	63,725,003	51,728,541	66,692,107
Total previous week.....	66,258,518	64,145,591	51,780,520	67,016,294

The above gold and silver division of the stock of coin of the Bank of Germany is merely popular estimate, as the Bank itself gives no information on that point.

The Assay Office paid through the Sub-Treasury \$82,032 for domestic bullion, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certif.
Oct. 27.	\$352,351 21	\$39,000	\$16,000	\$219,000	\$87,000
" 28.	267,790 73	23,000	29,000	148,000	68,000
" 30.	489,803 46	45,000	41,000	317,000	82,000
" 31.	495,929 85	51,000	54,000	397,000	81,000
Nov. 1.	411,935 78	29,000	49,000	287,000	76,000
" 2.	423,864 15	43,000	32,000	274,000	76,000
Total.	\$2,471,681 18	\$224,000	\$221,000	1,352,000	\$473,000

THE LOUISVILLE & NASHVILLE.

Unfavorable reports about Louisville & Nashville are again very plentiful. The reports take various forms, but this week there was actually one (sent by way of Boston) that intimated that the company would go into the hands of a receiver. Little credence was given this story, but there is no doubt that the multiplicity of rumors about the company's affairs, combined with the uncertainty as to how and when the new stock lately authorized is to be put out and the dissatisfaction expressed in several quarters with the management, is having an adverse effect upon the stock and its holders. When the \$10,000,000 trust bonds were placed in March last, it was supposed that the company's needs had all been provided for, and therefore the fact that at the late stockholders' meeting the President stated that the company had incurred additional floating debt (though reference to the balance sheet does not bear out the idea which it seems to convey that the amount is large) has discouraged some of the friends of the undertaking. Precisely what the company's funded and floating debt is, seems to be a matter of doubt with many persons, and as the directors' report for the late fiscal year has recently been issued in pamphlet form, and contains quite a little information on that point, we return to the subject to-day, though we have twice before alluded to it in the present year.

On July 1, 1880, the company's total funded debt, as per report then issued, was \$23,902,820. On July 1, 1881, this had been increased to \$46,991,840, but not all of it had been issued, \$1,500,000 of Lebanon-Knoxville branch and \$1,248,000 of Pensacola & Selma Division bonds being held in the treasury, leaving \$44,243,840 as the amount actually outstanding. During the last fiscal year the Louisville Cincinnati & Lexington was taken into the system and the Louisville & Nashville assumed its debt of \$3,792,000. Then 10 millions of trust bonds were issued, and \$2,123,948 of car trust liens incurred, making a total

gross addition to debt of \$15,915,948 during the year. But the company also effected an exchange of \$1,000,000 New Orleans Mobile & Texas second mortgage bonds for \$3,000,000 of old debentures of the same road, and \$42,010 was contributed to the sinking fund, so that the net increase for the year is \$13,873,938, raising the total of the debt to \$58,117,778.

This, however, is only the debt on the company's own property. There is, besides, the debt on the South & North Alabama and the Nashville & Decatur, both of which roads form an integral part of the company's system. The former has \$391,000 of 8 per cent State endowment bonds and \$4,872,310 6 per cent sterling mortgage bonds out, and the latter has \$1,900,000 first mortgage 7 per cent bonds, \$178,000 6 per cent 2d mortgage bonds, and \$1,827,082 stock out, which stock is the equivalent of that amount of bonds, since the Louisville & Nashville guarantees 6 per cent dividends upon it. The company further has to pay interest on \$214,000 6 per cent income and \$41,000 8 per cent mortgage bonds of the Mobile & Montgomery, \$550,000 7 per cent bonds of the Cumberland & Ohio, and \$291,000 8 per cent Louisville Transfer Company bonds. Adding all these amounts together, we get a grand total of interest-bearing debt of \$68,382,170. This bears various rates of interest, but the aggregate on all is \$4,225,918, which is therefore the sum that the company will have to pay for interest in the present fiscal year. To this we also add \$52,000 for rental of Western of Alabama road between Selma and Montgomery, and \$10,000 for rental of Shelby branch, bringing up the total charge against net earnings to \$4,287,918. In the late fiscal year the company paid only \$3,719,988 for these items, or \$567,930 less than is now required.

The main question, then, to those interested in Louisville & Nashville would seem to be, what will be the effect of this drain upon net earnings? Will the company, as is maintained by some, fail to earn its interest? Let us see. In the late fiscal year it earned \$4,558,374 net and realized, besides, \$266,443 from investments—a total net income of \$4,824,817. Out of this there was paid \$309,239 for taxes, \$6,682 for sundry small items, \$110,000 as loss on the lease of the Georgia Railroad, and \$3,719,988 for interest and rentals, which left a balance of \$678,908—applied in payment of a 3 per cent dividend (calling for \$543,960) in February last, and leaving a net surplus on the year's operations of \$135,008. Paying no dividends this year, if the earnings should be no larger than last, the company would thus have a balance of \$678,908 to draw on for the increase of \$567,930 in the interest charge, leaving \$111,000 more than enough to meet it. If instead of entailing a loss upon the lessees, the Georgia Railroad should pay its own way this year (as it is not unreasonable to suppose might be the case, considering that the loss last year was due to the large sums spent on improvements and betterments, and bearing in mind that there will be a full cotton crop in Georgia this year and that the prospects of general business are excellent) the surplus of \$111,000 would be doubled. In that case the company would have nothing to pay out of its net income of \$4,824,817 except the \$309,239 for taxes and the \$4,287,918 for interest, leaving the surplus as indicated. So it will be seen that even if the company does no better in the current year than in the last year, the earnings will not fall short of the full interest payments required on the debt outstanding on the 1st of last July.

But may not the company be expected to do better than in 1881-2? That would seem to depend almost wholly upon the amount of expenses necessary to run the road, as the

earnings, reported weekly, show continued heavy gains. In the acquisition of many of its recent additions to its mileage, the company not only incurred a very heavy increase in its debt account, but besides had to spend extraordinarily large amounts for repairs and running expenses, since most of the new lines and their equipment were in a very dilapidated and neglected condition. The work of improving these roads having been in progress some time, it was thought that in the future this would not be so important an item as it has been, and we so intimated in our article of last July, basing our opinion upon the relatively small expenses which the early months of the present calendar year had exhibited. The company's report however does not lend much encouragement to that idea—at least as far as equipment is concerned. On the contrary, the general manager, Mr. de Funiak, takes pains to state that in the engine department and in the freight car department the expenses will be heavier in the current than in the previous year. For instance, on engines the cost of repairs per mile run was in 1881-2 only 3.642 cents, against 4.799 in 1880-1. Four and a half cents per mile the manager estimates is as low a figure as can be expected for the present year. The repairs on freight cars fell to an unusually low average—0.330 cent per mile. Indeed they were low even in the preceding year when the figure was 0.550 cent. Mr. de Funiak states that "the amount necessary to perpetuate and keep in good order an equipment of freight cars (building new cars to replace those worn out, wrecked and destroyed) will not be much, if any, less than seven-tenths of a cent per mile," and that at least six-tenths of a cent should be expended the present year. The small cost in the past year appears to have been due to the fact that part of the equipment worn out or destroyed was not rebuilt or replaced out of net earnings. In speaking of the new roads in a general way, Mr. de Funiak remarks that while their condition has been greatly improved, "it is still far from such a state of perfection as will allow them to be worked at the minimum."

We cite all this to show that continued heavy expenses must be expected for some time to come. Nevertheless, the increase in gross earnings is proceeding at so rapid a rate as to leave room for even a very decided addition to expenses without impairing the amount of last year's net earnings, or even increasing the ratio of expenses. For illustration, while during the three months of the current fiscal year, from July 1 to October 1, expenses increased over \$350,000, gross earnings increased pretty nearly \$575,000, adding not far from \$225,000 to net earnings, and even slightly diminishing the percentage of expenses to earnings. To bring out this fact, we give the earnings and expenses for each of the months of July, August and September this and last year. The figures are official.

	1881.			1882.		
	Gross Earnings.	Operat'g Expenses.	Net Earnings.	Gross Earnings.	Operat'g Expenses.	Net Earnings.
July....	\$17,135	\$74,756	\$242,379	\$1,063,765	\$68,994	\$376,781
Aug....	\$76,193	\$54,529	\$321,664	\$1,043,912	\$96,220	\$347,692
Sept....	\$51,565	\$68,803	\$382,762	\$1,112,000	\$66,947	\$445,033
	\$2,644,893	\$1,698,088	\$946,805	\$3,219,677	\$2,050,151	\$1,169,526

Percentage of expenses to earnings, 1881, 64.20; 1882, 63.67.

* Approximate.

This will certainly be considered a satisfactory exhibit. It shows that already the company is \$222,721 ahead of the same period in 1881. Above it was demonstrated that even with no larger net earnings than last year, the company, by omitting the dividend then paid, would be able to meet all its fixed charges. The figures for the first quarter of the new year make it clear that whatever

may be the prospect for dividends upon the stock in the immediate future, there is absolutely nothing in the present state of the company's traffic affairs to warrant the opinion that the concern will be compelled to default on its interest—unless, indeed, further large additions should be made to the debt, which of course is possible, but at the moment does not seem probable.

The company lately gave notice of an increase of \$3,786,487 in its stock (to 25 millions) which at 50 would yield about \$1,890,000; and by the authority granted at the recent stockholders' meeting it can issue 5 millions more, which would give it 2½ millions additional cash if sold at 50. Moreover, the floating debt on July 1, as already stated, does not appear to have been large, though the President makes particular reference to it. The total was less than 4 millions—\$3,980,329; against which we find on the other side of the account \$844,725 due from transportation department, \$603,112 of bills receivable, \$1,054,037 balance due on trust bonds, \$185,481 cash, \$800,000 Evansville Henderson & Nashville first mortgage bonds, \$237,879 Pensacola & Atlantic 1st mortgage bonds, \$100,000 New Orleans & Mobile Division second mortgage bonds, &c., which items come within a very small amount of providing for the whole floating liability. It is evident, therefore, that unless a very decided change has taken place since the President wrote his report (it bears date October 4, though covering the operations of the fiscal year ended June 30), the company cannot be in such financial straits as some would have us believe. We should say, perhaps, that in the company's interest charges above we have not included the interest on the Pensacola & Atlantic bonds, which the Louisville & Nashville guarantees, and at present pays. The road is in process of construction, and should when completed earn at least a part of the interest. Supposing, however, that the Louisville & Nashville would have to pay the full amount out of its own net earnings, the increase of \$222,000 in these in the three months of this year would more than cover the \$180,000 (6 per cent on \$3,000,000) required for this purpose.

THE MUTUAL LIFE'S NEW PURCHASE.

The old Post Office site, the disposition of which has been food for much discussion, was sold on October 18, as will be remembered by all city readers; the old building is of slight consequence, and will now disappear, although the lessee, who has been for several years subletting it to sundry small retail dealers, is supposed to have made a good profit, all due, of course, to the excellence of the site. The name of the purchaser has now become public, the Mutual Life having obtained the property for \$650,000 cash—about \$32 50 per square foot.

The old building, to New Yorkers who have seen somewhat of the city's growth, had vivid associations connected with that growth. "The old Dutch Church," whose identity was so long preserved by its venerable old cupola, was one of the last of the old churches of early New York remaining below Chambers Street. The old church at Fulton and Cliff streets has been gone now some years; the one which formerly occupied the *Times* site in Printing-house Square was never seen by the New York of to-day, having been gone a quarter of a century or so; Trinity, of course, which is apparently a permanent mark of land and time, the venerable St. Paul's and the Catholic church in Barclay Street, and the unobtrusive church still in John Street, are now the only survivors.

This move of the Mutual is suggestive of the growth, not only of the city but of life insurance. The Mutual's

Broadway building was completed in 1866, on a site which then cost \$300,000, but is of course worth much more now. The unprecedented and unexpected impulse given life insurance by the war had then six more years to run, through the "flush" period following the war, before it became exhausted, and the mushroom companies began to tumble. The Mutual Life then had some 25 millions of assets; now it has 100 millions and is well known to be not only the largest life insurance company but the largest financial corporation in the world. The building, architecturally speaking, was solidly constructed, and is one of the very best in down-town New York in point of avoiding alike meretricious ornament and bare ugliness. It was considered something wonderful at the time, although it never pretended to be a "show" inside or outside; but it has since been many times outdone in size and cost. The company long ago outgrew its building; it has long been cramped, and has suffered inconvenience from having its work and workers too much separated, so that the change now proposed is wholly justifiable and wise.

There was a period—in the "flush" times—when it was not thought an admissible thing for life insurance to be anywhere but on Broadway; to be off that thoroughfare was to be out of the world. New companies must cut a dash it was thought, and (for an example) the Craftsmen's, starting in 1868, occupied handsome offices at \$20,000 rental in the best style of marble and plate-glass, in the Park Bank building. But this fledgeling soon went down. On the other hand—to carry out the example further and suggest the moral—while this company was started by inexperienced men, an experienced solicitor also starting a company about that time, took offices on a cross street and put into them the fittings discarded by an old company which had abandoned its old quarters for a new building. True, this latter company also did not last; but its projector, seeing a better opening, transferred it to another, without loss of money or honor, and has since then been at the head of successful companies. We recall only three companies which were at that time off Broadway, and the moral is not impaired by the fact that these three joined the troop of melancholy ghosts which haunt the great street. Now, however, although the Mutual will only be the second company to occupy a side street, and although the three largest of the rest are apparently fixtures where they now are, the old idea of display becomes less powerful.

The plans of the company as to the change are yet to be made. It will decide upon the disposition of its Broadway building when or before the new one is finished, which will probably be in a year and a half. It will of course provide, first and amply, for itself in the new one, and it is interesting to note that the Chamber of Commerce—whose connection with the original purchase of the site for a post office, which was in its time a large step, and whose contingent purchase of the site now for its own use, have been long discussed—may, perhaps, find quarters on the spot after all.

A question which naturally arises is what effect this disposition of the old site may have upon the moving, or not moving, of business New York up-town. When the New York Life removed in 1870 from Broadway, between Cedar and Liberty streets, to the corner of Leonard Street, the step up-town was quite a wide one. The office accommodations provided in the new building, which had a very rare endowment of light and ventilation, remained some seven years or more without being wholly in demand; now the upper floor is used, the topmost story (originally completed only on the two ends) has been built, and a high Mansard has been added, with the usual elevators.

But meanwhile, down-town has grown still more in respect to office buildings. The marvelous pile of the Equitable, the Liverpool London & Globe, the Boreel, the Drexel, the Morse, the Kelly, the Mills, the Post, and other new buildings, with many old ones remodeled, still fail to meet the demand for business offices. The elevator has done the work, practically adding new land to the city's area, and this simple invention has done far more than perhaps one would think in settling the question of locality for commercial New York. Wall Street, in the street sense, will stay, as we suppose few people doubt. The Treasury will certainly do so. The Clearing House is settled in adequate quarters. The Stock Exchange has quite recently planted still more money in its building. The huge mass of the Produce Exchange is daily growing. The Cotton Exchange is to be a fixture near its present site, and so of the Corn Exchange. The Drexel, the Mills, and the insurance and banking buildings in Wall Street, with the Mutual Life now about to join the group, seem to have settled the question of locality of the monetary and commercial centre, as far as human foresight can go.

COTTON CONSUMPTION AND OVERLAND MOVEMENT TO NOVEMBER 1.

We present our readers to-day with detailed statements of the overland movement, receipts, exports, spinners takings, &c., to November 1.

OVERLAND MOVEMENT TO NOVEMBER 1, 1882.

The rail shipments during October show a falling off as compared with the same month of last year; this, as stated last month, is owing to the lateness of the crop. The gross figures for the two months reach 131,993 bales, against 201,441 bales during the corresponding period in 1881, a difference in favor of 1881 of 69,443 bales. The movement for the month of October was 48,705 bales less than for the same month last year. The net movement is also less than a year ago, being 93,857 bales, against 126,083 bales, or a decrease of 32,226 bales. The details for the two months, presented in our usual form, are as follows.

OVERLAND FROM SEPTEMBER 1 TO NOVEMBER 1.

	1882.	1881.
<i>Since September 1 shipped—</i>		
From St. Louis	50,471	62,158
Over Illinois Central.....	785	1,839
Over Cairo & Vincennes.....	9,885	31,047
Over the Mississippi River, above St. Louis	31,842	20,063
Over Evansville & Terre Haute.....	.....	1,141
Over Jeffersonville Madison & Indianapolis	6,868	24,478
Over Ohio & Mississippi Branch.....	5,708	9,989
Over Louisville Cincinnati & Lexington.....	4,525	16,720
Receipts at Cincinnati by Ohio River.....	1,081	4,276
Receipts at Cincinnati by Cincinnati Southern.....	9,684	26,407
Over other routes.....	10,215	2,475
Slipped to mills, not included above	634	848
Total gross overland.....	131,993	201,441
<i>Deduct—</i>		
Receipts overland at New York, Boston, &c.....	35,393	49,994
Shipments between (or South from) Western interior towns.....	74	326
<i>Shipments inland (not otherwise deducted) from—</i>		
Galveston.....	50	1,232
New Orleans.....	25	.....
Mobile.....	2,160	22,564
Savannah.....	.....	.....
Charleston.....	.....	.....
North Carolina ports.....	112	653
Virginia ports.....	327	589
Total to be deducted.....	39,141	75,353
Leaving total net overland*	93,857	126,083

* This total includes shipments to Canada by rail, which since Sept. 1, 1882, amount to 5,684 bales.

RECEIPTS, EXPORTS AND SPINNERS' TAKINGS.

The receipts at the ports during the past two months show a small increase as compared with the corresponding

period of last season. The figures are now 1,307,240 bales, against 1,282,972 bales in 1881, an excess of 24,268 bales. The exports to foreign ports are also in excess of the same two months of last year, the difference being 71,334 bales. The stocks at the outports are now 101,590 bales and the interior stocks about 112,000 bales less than on November 1 last year. The receipts and exports during the two months, together with the stocks at the close of the month, and the totals for last year are given in the following table.

Movement from Sept. 1, 1882, to Nov. 1, '82.	Receipts since Sept. 1, 1882.	Exported since Sept. 1, 1882, to—				Stocks Nov. 1.
		Great Britain.*	France.	Continent.	Total.	
Galveston	216,015	45,851	9,838	17,566	73,255	74,378
Ind'n'la, &c	7,705					
N. Orleans	215,408	76,200	50,406	39,212	165,818	117,881
Mobile	95,693					17,098
Florida	1,296					
Savannah	270,300	10,178	4,911	39,083	54,172	102,869
B'ns'w., &c	3,137					
Charleston	177,652	21,229	5,971	18,601	44,905	76,337
Pt. Roy., &c	2,834					
Wilmington	36,112	2,350			2,350	10,499
M'rh.C. &c	2,389					
Norfolk	162,959	40,755			40,755	46,715
City Pt., &c	50,241	6,232			6,232	
New York	5,940	127,316	13,579	38,396	179,291	49,097
Boston	19,016	24,329			24,329	1,265
Baltimore	1,523	35,299	300	11,619	50,248	7,689
Phila., &c.	8,914	14,911			14,911	19,865
Total	1,307,240	401,183	81,110	167,513	656,806	553,686
Total 1881	1,282,972	405,830	58,240	118,352	582,422	635,276

* Great Britain exports include to the Channel.

Using the facts disclosed by the foregoing statements, we shall find that the portion of the crop which has reached a market through the outports and overland, and the Southern consumption since September 1 this year and last year, is as follows.

	1882.	1881.
Receipts at the ports to November 1....bales.	1,307,240	1,282,972
Net shipments overland during same time....	93,837	126,033
Total receipts.....bales.	1,401,077	1,409,035
Southern consumption since September 1.....	59,000	45,000
Total to November 1.....bales.	1,460,097	1,454,035

The increase in the amount of cotton marketed during the first two crop months of 1882 is thus seen to be 6,042 bales. To determine the portion which has gone into the hands of Northern spinners during the same period, we have prepared the following.

Total receipts to November 1, 1882, as above.....bales.	1,460,097
Stock on hand commencement of year (Sept. 1, 1882) —	
At Northern ports.....	98,392
At Southern ports.....	21,330—120,722
At Providence, &c., Northern interior markets..	3,510—124,232
Total supply to November 1, 1882.....	1,584,329
Of this supply there has been exported	
to foreign ports since Sept. 1, 1882. 656,806	
Less foreign cotton included.....	1,073— 655,733
Sent to Canada direct from West.....	5,694
Burnt North and South.....	139
Stock on hand end of month (Nov. 1, 1882) —	
At Northern ports.....bales	77,916
At Southern ports.....	475,770 553,686
At Providence, &c., Northern interior markets..	4,922—1,220,211
Total takings by spinners since September 1, 1882.....	394,115
Taken by Southern spinners.....	59,000
Taken by Northern spinners since September 1, 1882.....	305,115
Taken by Northern spinners same time in 1881.....	378,603

Decrease in takings by Northern spinners this year...bales. 73,488

The above indicates that Northern spinners had up to November 1 taken 305,115 bales, a decrease from the corresponding period of 1881 of 73,483 bales. Our last year's figures for consumption are revised in accordance with the revision in the receipts at City Point, &c.

AMOUNT OF CROP NOW IN SIGHT.

In the foregoing we have the number of bales which have already been marketed this year and last year. An additional fact of interest is the total of the crop which was in sight on November 1, compared with a year ago. We reach that point by adding to the above the stocks remaining at that date at the interior towns, less stock held by them at the beginning of the season. In this

manner we find the result for the two years on November 1 to be as follows.

	1882.	1881.
Total marketed, as above.....bales.	1,460,097	1,454,035
Interior stocks in excess of Sept. 1.....	123,000	190,000
Total in sight.....bales	1,583,097	1,644,035

This indicates that the decreased movement up to this date of the present year is 60,938 bales.

WEIGHT OF BALES.

To furnish a more exact measure of the receipts up to November 1, we give below our usual table of the weight of bales. We give for comparison the figures for the same time last season.

	Two Months ending November 1, 1882.			Same period in 1881.
	Number of Bales.	Weight in Pounds.	Average Weight.	
Texas.....	223,720	117,186,553	525-15	508-17
Louisiana.....	245,408	119,673,211	487-65	478-00
Alabama.....	95,693	47,816,500	500-00	493-00
Georgia*.....	274,839	135,633,046	493-50	474-50
South Carolina.....	180,186	86,633,280	480-00	467-00
Virginia.....	213,200	102,762,400	482-00	479-00
North Carolina.....	38,501	18,403,473	478-00	466-00
Tennessee, &c.....	188,250	46,131,745	510-66	475-00
Total.....	1,460,097	722,570,218	496-25	479-51

* Including Florida.

It will be noticed that the movement up to November 1 shows an increase in the average weight as compared with the same month last year, the average this year being 496-25 lbs. per bale, against 479-51 lbs. per bale for the same month of 1881.

THE COTTON GOODS TRADE IN OCTOBER.

There was a very light movement in most kinds of plain and colored cottons during the month, and prices were barely steady, though quotations are nominally unchanged. Print cloths were active in the latter part of the month and closed firm at a fractional advance from the lowest point. Some descriptions of brown, bleached and colored cottons have materially accumulated, but stocks of the best corporation makes are still in good shape.

OCTOBER.	1882.			1881.			1880.		
	Cott'n low mid-dling.	Print-ing cloths, stand-ard.	Sheet-ings, stand-ard.	Cott'n low mid-dling.	Print-ing cloths, stand-ard.	Sheet-ings, stand-ard.	Cott'n low mid-dling.	Print-ing cloths, stand-ard.	Sheet-ings, stand-ard.
1.....	8.....	11 ¹⁵ / ₁₆	4.....	8 ¹⁵ / ₁₆	11.....	4 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆	4 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆
2.....	8 ¹⁵ / ₁₆	3 ¹⁵ / ₁₆	8 ¹⁵ / ₁₆	11 ¹⁵ / ₁₆	4.....	8 ¹⁵ / ₁₆	11.....	4.....	7 ¹⁵ / ₁₆
3.....	10 ¹⁵ / ₁₆	3 ¹⁵ / ₁₆	8 ¹⁵ / ₁₆	11 ¹⁵ / ₁₆	4.....	8 ¹⁵ / ₁₆	10 ¹⁵ / ₁₆	4 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆
4.....	10 ¹⁵ / ₁₆	3 ¹⁵ / ₁₆	8 ¹⁵ / ₁₆	11 ¹⁵ / ₁₆	4.....	8 ¹⁵ / ₁₆	10 ¹⁵ / ₁₆	4 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆
5.....	11.....	3 ¹⁵ / ₁₆	8 ¹⁵ / ₁₆	11 ¹⁵ / ₁₆	4.....	8 ¹⁵ / ₁₆	10 ¹⁵ / ₁₆	4 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆
6.....	11.....	3 ¹⁵ / ₁₆	8 ¹⁵ / ₁₆	11 ¹⁵ / ₁₆	4.....	8 ¹⁵ / ₁₆	10 ¹⁵ / ₁₆	4 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆
7.....	11.....	3 ¹⁵ / ₁₆	8 ¹⁵ / ₁₆	11 ¹⁵ / ₁₆	4.....	8 ¹⁵ / ₁₆	10 ¹⁵ / ₁₆	4 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆
8.....	11.....	3 ¹⁵ / ₁₆	8 ¹⁵ / ₁₆	11 ¹⁵ / ₁₆	4.....	8 ¹⁵ / ₁₆	10 ¹⁵ / ₁₆	4 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆
9.....	11.....	3 ¹⁵ / ₁₆	8 ¹⁵ / ₁₆	11 ¹⁵ / ₁₆	4.....	8 ¹⁵ / ₁₆	10 ¹⁵ / ₁₆	4 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆
10.....	11 ¹⁵ / ₁₆	3 ¹⁵ / ₁₆	8 ¹⁵ / ₁₆	11 ¹⁵ / ₁₆	4.....	8 ¹⁵ / ₁₆	10 ¹⁵ / ₁₆	4 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆
11.....	11 ¹⁵ / ₁₆	3 ¹⁵ / ₁₆	8 ¹⁵ / ₁₆	11 ¹⁵ / ₁₆	4.....	8 ¹⁵ / ₁₆	10 ¹⁵ / ₁₆	4 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆
12.....	11 ¹⁵ / ₁₆	3 ¹⁵ / ₁₆	8 ¹⁵ / ₁₆	11 ¹⁵ / ₁₆	4.....	8 ¹⁵ / ₁₆	10 ¹⁵ / ₁₆	4 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆
13.....	11 ¹⁵ / ₁₆	3 ¹⁵ / ₁₆	8 ¹⁵ / ₁₆	11 ¹⁵ / ₁₆	4.....	8 ¹⁵ / ₁₆	10 ¹⁵ / ₁₆	4 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆
14.....	11 ¹⁵ / ₁₆	3 ¹⁵ / ₁₆	8 ¹⁵ / ₁₆	11 ¹⁵ / ₁₆	4.....	8 ¹⁵ / ₁₆	10 ¹⁵ / ₁₆	4 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆
15.....	11 ¹⁵ / ₁₆	3 ¹⁵ / ₁₆	8 ¹⁵ / ₁₆	11 ¹⁵ / ₁₆	4.....	8 ¹⁵ / ₁₆	10 ¹⁵ / ₁₆	4 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆
16.....	11 ¹⁵ / ₁₆	3 ¹⁵ / ₁₆	8 ¹⁵ / ₁₆	11 ¹⁵ / ₁₆	4.....	8 ¹⁵ / ₁₆	10 ¹⁵ / ₁₆	4 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆
17.....	11 ¹⁵ / ₁₆	3 ¹⁵ / ₁₆	8 ¹⁵ / ₁₆	11 ¹⁵ / ₁₆	4.....	8 ¹⁵ / ₁₆	10 ¹⁵ / ₁₆	4 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆
18.....	10 ¹⁵ / ₁₆	3 ¹⁵ / ₁₆	8 ¹⁵ / ₁₆	11 ¹⁵ / ₁₆	4.....	8 ¹⁵ / ₁₆	10 ¹⁵ / ₁₆	4 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆
19.....	10 ¹⁵ / ₁₆	3 ¹⁵ / ₁₆	8 ¹⁵ / ₁₆	11 ¹⁵ / ₁₆	4.....	8 ¹⁵ / ₁₆	10 ¹⁵ / ₁₆	4 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆
20.....	10 ¹⁵ / ₁₆	3 ¹⁵ / ₁₆	8 ¹⁵ / ₁₆	11 ¹⁵ / ₁₆	4.....	8 ¹⁵ / ₁₆	10 ¹⁵ / ₁₆	4 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆
21.....	10 ¹⁵ / ₁₆	3 ¹⁵ / ₁₆	8 ¹⁵ / ₁₆	11 ¹⁵ / ₁₆	4.....	8 ¹⁵ / ₁₆	10 ¹⁵ / ₁₆	4 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆
22.....	10 ¹⁵ / ₁₆	3 ¹⁵ / ₁₆	8 ¹⁵ / ₁₆	11 ¹⁵ / ₁₆	4.....	8 ¹⁵ / ₁₆	10 ¹⁵ / ₁₆	4 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆
23.....	10 ¹⁵ / ₁₆	3 ¹⁵ / ₁₆	8 ¹⁵ / ₁₆	11 ¹⁵ / ₁₆	4.....	8 ¹⁵ / ₁₆	10 ¹⁵ / ₁₆	4 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆
24.....	10 ¹⁵ / ₁₆	3 ¹⁵ / ₁₆	8 ¹⁵ / ₁₆	11 ¹⁵ / ₁₆	4.....	8 ¹⁵ / ₁₆	10 ¹⁵ / ₁₆	4 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆
25.....	10 ¹⁵ / ₁₆	3 ¹⁵ / ₁₆	8 ¹⁵ / ₁₆	11 ¹⁵ / ₁₆	4.....	8 ¹⁵ / ₁₆	10 ¹⁵ / ₁₆	4 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆
26.....	10 ¹⁵ / ₁₆	3 ¹⁵ / ₁₆	8 ¹⁵ / ₁₆	11 ¹⁵ / ₁₆	4.....	8 ¹⁵ / ₁₆	10 ¹⁵ / ₁₆	4 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆
27.....	10 ¹⁵ / ₁₆	3 ¹⁵ / ₁₆	8 ¹⁵ / ₁₆	11 ¹⁵ / ₁₆	4.....	8 ¹⁵ / ₁₆	10 ¹⁵ / ₁₆	4 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆
28.....	10 ¹⁵ / ₁₆	3 ¹⁵ / ₁₆	8 ¹⁵ / ₁₆	11 ¹⁵ / ₁₆	4.....	8 ¹⁵ / ₁₆	10 ¹⁵ / ₁₆	4 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆
29.....	10 ¹⁵ / ₁₆	3 ¹⁵ / ₁₆	8 ¹⁵ / ₁₆	11 ¹⁵ / ₁₆	4.....	8 ¹⁵ / ₁₆	10 ¹⁵ / ₁₆	4 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆
30.....	10 ¹⁵ / ₁₆	3 ¹⁵ / ₁₆	8 ¹⁵ / ₁₆	11 ¹⁵ / ₁₆	4.....	8 ¹⁵ / ₁₆	10 ¹⁵ / ₁₆	4 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆
31.....	10 ¹⁵ / ₁₆	3 ¹⁵ / ₁₆	8 ¹⁵ / ₁₆	11 ¹⁵ / ₁₆	4.....	8 ¹⁵ / ₁₆	10 ¹⁵ / ₁₆	4 ¹⁵ / ₁₆	7 ¹⁵ / ₁₆

The above prices are—For cotton, low middling upland at New York; for printing cloths, manufacturers' prices; for sheetings, agents' prices which are subject to an average discount of 5 per cent.

FINANCIAL REVIEW OF OCTOBER, 1882.

The month of October was not particularly eventful and while general business was good and the tonnage on railroads heavy, the course of prices at the Stock Exchange was unsatisfactory.

The disturbance in the money market which was so marked in September greatly subsided, and the banks maintained a surplus above the 25 per cent legal requirement, and money was usually obtainable at fair rates, both by stock borrowers on call and also on the discount of commercial paper. The movement of the latter was much easier than in September, when it was difficult to sell paper at all, owing to the fact that banks used all their money for demand loans with collaterals.

At the Stock Exchange there was not much activity, and frequently depression in prices, which was mainly attributable to the movements of leading speculators, particularly Mr. Gould, who was believed to be rather bearish than otherwise in his operations. The railroad earnings were very good, and except for the breaks in a few of the prominent speculative stocks, which first helped to bring about the decline, there was apparently no special reason why prices should not be firm, even if they did not advance largely. Towards the close of the month the sale of a controlling interest in the New York Chicago & St. Louis road, familiarly known as the "Nickel Plated" line, to a combination of parties representing the Vanderbilt interest among others, was the great sensation of the day, and for the moment this gave an impetus to the whole market.

Exchange declined but little during October, and the supply of commercial bills was not as large as had been expected, while the foreign demand for our securities was checked by the decline in our markets here, as the foreign demand is not often large when prices are declining on this side. The supply of commercial bills would also have been more abundant if the cotton movement had been earlier; but cotton moved very slowly, and during the first six weeks from the opening of the cotton season the receipts were much behind those of last year. The breadstuffs exports were also kept back by the smaller movement of wheat from the interior, as farmers were holding back their grain to get higher prices than those current in Chicago and New York.

The following summary shows the condition of the New York City Clearing-House banks, rate of foreign exchange, and prices of leading securities and articles of merchandise, on or about the 1st of Nov., 1880, 1881 and 1882.

STATISTICAL SUMMARY ON OR ABOUT NOV. 1, 1880, 1881 AND 1882.

	1882.	1881.	1880.
New York City Banks—			
Loans and discounts.....	\$311,855,100	\$309,251,500	\$317,880,200
Specie.....	\$2,083,800	\$1,068,100	\$6,372,400
Circulation.....	\$18,778,200	\$19,948,000	\$18,646,500
Net deposits.....	\$283,690,800	\$288,038,800	\$302,582,100
Legal tenders.....	\$20,434,800	\$15,652,400	\$13,016,700
Legal reserve.....	\$70,922,700	\$72,009,700	\$75,615,525
Reserve held.....	\$2,520,600	\$6,720,500	\$9,389,100
Surplus.....	\$1,597,900	\$4,710,800	\$3,743,575
Money, Exchange, Silver—			
Call loans.....	4@12	3@6+1/4	2 1/2@5
Prime paper, sixty days.....	6@6 1/2	6@6 1/2	4 1/2@4
Silver in London, per oz.....	51 1/2d.	52d.	51 1/2d.
Prime sterling bills, 60 days.....	4 1/2	4 1/2	4 1/2 @182 1/2
United States Bonds—			
6s, 1881, cou. (continued at 3 1/2).....	101	@101 1/4	.....
6s, currency, 1898.....	132	131	130
5s, 1881, (continued at 3 1/2).....	101 1/4	@101 1/2	.....
4s, 1881, coupon.....	112 1/2	@113 1/4	110 1/2
4s of 1907, coupon.....	119 1/2	@116 1/2	109 1/2
Railroad Stocks—			
New York Central & Hnd. Riv.....	132	139 1/2	137 1/2
Erie (N. Y. L. E. & W.).....	40 1/2	44 1/4	44 1/4
Lake Shore & Mich. Southern.....	115 1/4	121 1/4	116 1/4
Michigan Central.....	101 1/2	93 1/2	109 1/4
Chicago Rock Island & Pacific.....	131 1/4	135	122
Illinois Central.....	149	139 1/2	118
Chicago & Northwestern, com.....	144 1/4	124 1/2	115 1/4
Chicago Milw. & St. Paul, com.....	107 1/2	108	105 1/2
Delaware Lack. & Western.....	116	126 1/2	99 1/2
Central of New Jersey.....	73 1/4	95 1/4	73 1/4
Merchandise—			
Cotton, Middl'g Uplands, 50 lb.....	10 1/4	11 1/4	11 1/4
Wool, American XX.....	35@13	36@15	34@17
Iron, Amer. pig, No. 1.....	25 50@26	25 00@26 00	24 50@26 00
Wheat, No. 2 red win. @ bush.....	1 08 @1 08 1/2	1 42 @1 44 1/2	1 16 @1 17 1/2
Corn, Western mixed, @ bush.....	50 @45	65 @70 1/2	55 @56 1/4
Pork, mess.....	22 50@22 75	17 75@18 00	15 00

The statements of the New York City Clearing House banks in each week of October were as follows:

NEW YORK CITY BANK MOVEMENTS IN OCTOBER.

N. Y. City Bank Statements.	Oct. 7.	Oct. 14.	Oct. 21.	Oct. 28.
Loans and discounts.....	\$311,495,100	\$311,960,400	\$310,293,200	\$311,855,400
Specie.....	\$2,083,800	\$2,083,800	\$2,083,800	\$2,083,800
Circulation.....	\$18,778,200	\$18,778,200	\$18,778,200	\$18,778,200
Net deposits.....	\$283,690,800	\$283,690,800	\$283,690,800	\$283,690,800
Legal tenders.....	\$20,434,800	\$20,434,800	\$20,434,800	\$20,434,800
Legal reserve.....	\$71,545,375	\$71,545,375	\$71,545,375	\$71,545,375
Reserve held.....	\$2,520,600	\$2,520,600	\$2,520,600	\$2,520,600
Surplus.....	\$471,822	\$1,855,400	\$2,788,750	\$1,597,900
Range of call loans.....	5@9	3@10	3@6	3@6
Rate of prime paper.....	7@8	6@7	6@7	6@6 1/2

CLOSING PRICES OF GOVERNMENT SECURITIES IN OCT., 1882.

Oct.	6s. con- tin'd at 3 1/2	5s. con- tin'd at 3 1/2	4 1/2s. 1891. coup.	4s. 1907. coup.	6s. Cur. 1898. reg.	Oct.	6s. con- tin'd at 3 1/2	5s. con- tin'd at 3 1/2	4 1/2s. 1891. coup.	4s. Cur. 1898. reg.
1.....	19.....	.....	.....	.....	.....
2.....	20.....	.....	.....	.....	.....
3.....	21.....	.....	.....	.....	.....
4.....	22.....	.....	.....	.....	.....
5.....	23.....	.....	.....	.....	.....
6.....	24.....	.....	.....	.....	.....
7.....	25.....	.....	.....	.....	.....
8.....	26.....	.....	.....	.....	.....
9.....	27.....	.....	.....	.....	.....
10.....	28.....	.....	.....	.....	.....
11.....	29.....	.....	.....	.....	.....
12.....	30.....	.....	.....	.....	.....
13.....	31.....	.....	.....	.....	.....
14.....	Open.....	.....	.....	.....	.....
15.....	High.....	.....	.....	.....	.....
16.....	Low.....	.....	.....	.....	.....
17.....	Clos.....	.....	.....	.....	.....
18.....

CLOSING PRICES OF CONSOLS AND U. S. SECURITIES AT LONDON IN OCT.

Oct.	Consols for money.	5s ext. at 3 1/2.	4 1/2s ext. at 1891.	4s of 1907.	Oct.	Consols for money.	5s ext. at 3 1/2.	4 1/2s ext. at 1891.	4s of 1907.
1.....	20.....	.....	.....	.....	.....
2.....	21.....	.....	.....	.....	.....
3.....	22.....	.....	.....	.....	.....
4.....	23.....	.....	.....	.....	.....
5.....	24.....	.....	.....	.....	.....
6.....	25.....	.....	.....	.....	.....
7.....	26.....	.....	.....	.....	.....
8.....	27.....	.....	.....	.....	.....
9.....	28.....	.....	.....	.....	.....
10.....	29.....	.....	.....	.....	.....
11.....	30.....	.....	.....	.....	.....
12.....	31.....	.....	.....	.....	.....
13.....	Opening.....	.....	.....	.....	.....
14.....	Highest.....	.....	.....	.....	.....
15.....	Lowest.....	.....	.....	.....	.....
16.....	Closing.....	.....	.....	.....	.....
17.....
18.....
19.....

The following table will show the lowest, highest and closing prices of railway and miscellaneous stocks at the N. Y. Stock Exchange during the months of September and October.

RANGE OF STOCKS IN SEPTEMBER AND OCTOBER.

	Aug. 31.	Low.	High.	Sep. 30.	Low.	High.	Oct. 31.
RAILROADS.							
Albany & Susqueh.....	.....	26 1/2	31 1/2	27 1/2	150	131 1/2	.....
Allegheny Central.....	.....	26 1/2	31 1/2	27 1/2	13	30 1/2	.....
Atch. Top. & San. Fe.....	.....	93 1/2	95 1/2	.....	86 1/2	87 1/2	87 1/2
Bost. & N. Y. Air L. pr.....	80	76 1/2	80 1/2	.....	75	80 1/2	.....
Buffalo Pitts. & West.....	.....	.....	.....	.....	40 1/4	44 1/4	.....
Do pref.....	.....	.....	.....	.....	57	57	.....
Burl. Ced. Rap. & No.....	81	80	81	80	79 1/2	81	79 1/2
Canada Southern.....	63 1/2	61 1/2	68 1/2	62 1/2	61 1/2	72	69 1/2
Cedar Falls & Minn.....	.....	25	25 1/2	.....	16	19	.....
Central Iowa.....	.....	35	35	.....	31	34 1/2	.....
Central of N. Jersey.....	77 1/2	76	82 1/2	76 1/2	70 1/2	75 1/2	71 1/2
Central Pacific.....	93 1/2	91 1/2	94 1/2	91 1/2	89 1/2	92	90 1/2
Ches. & Ohio.....	24	24	26 1/4	26	24 1/2	26 1/2	25 1/2
Do 1st pref.....	37	38	41 1/2	38 1/2	36 1/2	40 1/2	36 1/2
Do 2d pref.....	26	25	29	27 1/2	25 1/2	29 1/2	26 1/2
Chicago & Alton.....	.....	138 1/2	144 1/2	139 1/2	138 1/2	142 1/2	141 1/2
Chic. Burl. & Quincy.....	136 1/2	131 1/2	137	131 1/2	129	133 1/2	132
Chic. Mil. & St. Paul.....	124	110 1/2	128 1/2	110 1/2	107	111 1/2	108 1/2
Do pref.....	137 1/2	133	144 1/2	133	122	129	127 1/2
Chic. & Northwest.....	147 1/2	144	156 1/2	144 1/2	142 1/2	146 1/2	144 1/2
Do pref.....	170	164 1/2	171	164 1/2	159	165 1/2	163 1/2
Chic. & Rock Island.....	136	113 1/2	140	113 1/2	130	134 1/2	131 1/2
Chic. St. L. & N. O. Rf.....	.....	76 1/2	80	.....	80	80	.....
Chic. St. P. Minn. & O.....	55 1/2	50 1/2	55 1/2	51 1/2	46 1/2	52 1/2	49 1/2
Do pref.....	113 1/2	108 1/2	113 1/2	108 1/2	104 1/2	109	107 1/2
Cin. San. & Clev.....	53	53	57 1/2	53	52	56 1/2	53
Clev. Col. Cin. & Ind.....	81 1/2	80 1/2	83 1/2	81 1/2	80 1/2	82 1/2	81 1/2
Clev. & Pitts., guar.....	137	139	139	.....	133	140	.....
Columbia & Gr. N. P.....	.....	73 1/2	73 1/2	.....	50	65	.....
Col. Chic. & Ind. Cent.....	122 1/2	8	14	8 1/2	8 1/2	9 1/2	9
Col. Hook. Val. & Tol.....	.....	.....	.....	.....	67	68	.....
Danbury & Norwalk.....	69	69	.....	.....	70	73	.....
Del. Lack. & West'm.....	145 1/2	138 1/2	150 1/2	138 1/2	132 1/2	139	138 1/2
Denver & R. Grande.....	57 1/2	56 1/2	61 1/2	57 1/2	50	59	58 1/2
Dubuque & Sioux C.....	11	9 1/2	11 1/2	9 1/2	9	11 1/2	10 1/2
East. Tenn. Va. & G.....	18 1/2	17	19 1/2	17	15 1/2	200	19 1/2
Do pref.....	80	80	85 1/2	.....	80	86 1/2	82 1/2
Evans. & Terre H.....	.....	.....	.....	.....	37 1/2	42 1/2	37 1/2
Fort W. & Denver C.....	.....	.....	.....	.....	.....	.....	.....
Georg. & R. R. & Big.....	150	155	.....	.....	.....	.....	.....
Green B. Win. & St. P.....	8 1/2	13	.....	.....	9	9	.....
Hannibal & St. Jo.....	47	52	57	50	50	57	50
Do pref.....	93 1/2	85	97 1/2	87	77	87	87
Harlem.....	.....	.....	.....	.....	200	200	.....
Houst. & Tex. Cent.....	85	80	80	.....	75	82 1/2	.....

* Prices bid. | Prices asked | Ex privilege. | Ex dividend.

RAILROADS.	Aug. 31.	September			October		
		Low.	High.	Sep. 30	Low.	High.	Oct. 31.
Illinois Central	\$138½	138½	143½	139	137½	150½	148½
Ind. Dec. & Spr. pref.	44½	44	49½	44½	40	45	40½
Indiana Bl. & W. new	44½	44	49½	44½	40	45	40½
Joliet & Chicago	40½	38½	43	39	34½	38	34
Lake Erie & West.	112½	110½	117	115	110½	116½	115½
Lake Shore	59½	59½	65	62½	60	63	61
Long Island	19	19	19	19	50	62½	51½
Louisv. & Mo. River	72½	62½	75½	63½	50	62½	51½
Louisville & Nashv.	70	70	78	78	66	74	78
Louisv. N. A. & Chic.	53	49	53½	49	40	51	45
Manhattan	89	89½	91	91	87	88½	85
Do 1st pref.	49½	49½	50½	49	40	49	45
Manhattan Beach Co.	123	18	24½	18	17	19	18
Mar'tta & Cin. 2d pf.	5	5	5	5	5	5	5
Memphis & Cha'ston.	51	62	54	48	56	53	53
Metropolitan Elev.	90	81½	92	86	86	93	81
Michigan Central	98½	96½	105	96½	94½	104	101½
Mil. L. Sh. & W. pref.	57	54½	58	58	49½	54½	50
Minneapolis & St. L.	33½	31½	36½	32½	29	33½	31
Do pref.	67½	67½	77	72½	69½	73½	70½
Mo. Kans. & Texas	39½	37½	41½	37½	32½	37½	35
Missouri Pacific	108½	106½	112½	107½	103	108½	105½
Mobile & Ohio	22½	21	23½	20	22	22	17½
Morris & Essex	127½	125½	128	126	124	126	125
Nashv. Chatt. & St. L.	52	64½	55	50	55	50½	50½
N. Y. Cent. & Hud. R.	133½	132½	137½	133	131½	134½	132½
N. Y. Chic. & St. Louis	17½	14½	17½	14½	13½	17½	15½
Do pref.	36½	31½	37½	31½	28½	37½	34½
New York Elevated	107	104	104	105	39½	43½	100
N. Y. Lake Erie & W.	39½	39½	43½	41½	37½	40½	40½
Do pref.	81	80	87½	86	83½	87½	85
N. Y. & New Eng'd.	53	60½	52	55½	52	55½	52
N. Y. N. H. & Hart'rd	181	180	183	180	182	184	180
N. Y. Ontario & W.	26½	26½	29	27	26	28½	27
Norfolk & Western	20	21	21½	21	18	20½	16
Do pref.	56½	54½	60	57	55½	58½	55½
Northern Pacific	50½	48½	51½	49½	42½	49½	45½
Do pref.	93½	92½	100½	94½	89½	95½	92½
Ohio Central	17½	17½	19	17½	15½	17½	16½
Ohio & Mississippi	38½	38½	41½	38½	35½	40½	35½
Ohio Southern	17	16½	20	17	15½	17½	14½
Oregon Short Line	34½	36	34½	36	34½	36	34½
Oregon & Trans-Con.	90½	90½	98½	91	81½	92½	86½
Panama Tr. Co. etfs.	167	167	167	167	167	167	167
Peo. Decat. & E'ville	35½	33	37½	33½	27	33½	28½
Phila. & Reading	61	60½	66½	64	60	64½	60½
Pittsb. F. W. & C. Guar.	139	139	139	139	141½	138½	139
Renss. & Saratoga	140	140	140	140	142½	140	140
Rich. & Al. St. K. tr. et.	20	20½	20½	20	18½	20	20
Richmond & Danville	116½	109½	117½	109½	57	109½	57
Richmond & West Pt.	62½	60	64½	60	31	60	22½
Rochester & Pittsb.	27½	23½	27½	24½	22	26½	22½
St. L. Alton & T. H.	39	40	50	43	35	45	43
Do	85	83½	91	87½	80	88	83
St. L. & S. Francisco	39	42½	43	41½	37½	40½	38
Do pref.	58½	57½	65	60	56	60½	57
Do 1st pref.	96	98	100½	98½	95	98	97½
St. Paul & Duluth	33	33	34½	35	33	35½	34
Do pref.	88	88½	96	93	91½	94½	94
St. Paul Minn. & Mau	146	146½	166½	156	144½	162½	146½
Texas & Pacific	116½	116½	123	116½	116½	123	116½
Tol. Delphos & Bur.	16	15	15	15	13½	14½	10
Union Pacific	116½	110½	118½	110½	104½	109½	107½
Virginia Midland	50	50	50	50	50	50	50
Wab. St. L. & Pacific	37	35½	39½	35½	29½	36½	32
Do pref.	66½	66½	70½	66½	55½	66½	57½
TELEGRAPH.							
Amer. Tel. & Cable	73	74	73½	69	73	70½	70½
American District	25	25	25	25	25	25	25
Mutual Union	25	25	25	25	25	25	25
West Union, ex etfs.	90½	88½	93½	88½	85½	89½	86½
EXPRESS.							
Adams	140	140	141	138	139½	140½	139½
American	96	93½	96½	96	90	97	93½
United States	74½	70	74	68	65	71	69
Wells, Fargo & Co.	130	130	132	130	129	132	130½
COAL AND MINING.							
Cameron Coal	19½	25	18	20	18	20	18
Cent. Arizona Min.	42	46½	42	40	42	40	40
Colorado Coal & Iron	17½	17½	17½	17½	17½	17½	17½
Deadwood Mining	20	20	18	17	18	19	18
Homestake Mining	19½	23	18	18	18	19	18
Maryland Coal	20	20	18	17	18	19	18
New Central Coal	38½	39	38	38	38	38½	38
Ontario Silver Min'g.	10	10½	11	8	10½	10	10
Quicksilver Mining	45½	45½	45½	40	45	41½	41½
Do pref.	58	65	8	6½	4½	6½	6½
Standard Cons. Min'g.	115½	112½	117½	113½	111½	114½	113½
Del. & Had. Canal	50	50	50	50	50	50	50
N. Y. & Texas Land	153	153	163½	152	152	158	152
Ore'n R'y & Nav. Co.	44½	43½	47½	44	38½	44½	39½
Pacific Mail	131½	128½	135½	129	127	130	128½
Fullman Palace Car.	131½	128½	135½	129	127	130	128½
Sutro Tunnel	131½	128½	135½	129	127	130	128½

* Prices bid. † Prices asked. ‡ Ex privilege. § Ex dividend.

BANKERS' STERLING EXCHANGE (POSTED RATES) FOR OCT. 1882.

Oct.	60 days.	De-mand.	Oct.	60 days.	De-mand.	Oct.	60 days.	De-mand.
1.	4 81½	4 86½	13.	4 82	4 86½	24.	4 82	4 86½
2.	4 81½	4 86½	14.	4 82	4 86½	25.	4 82	4 86½
3.	4 81½	4 86½	15.	4 82	4 86½	26.	4 82	4 86½
4.	4 81½	4 86½	16.	4 82	4 86½	27.	4 82	4 86½
5.	4 81	4 86	17.	4 82	4 86½	28.	4 82	4 86½
6.	4 81	4 86	18.	4 82	4 86½	29.	4 82	4 86½
7.	4 81	4 86	19.	4 82	4 86½	30.	4 82	4 86½
8.	4 81	4 86	20.	4 82	4 86½	31.	4 82	4 86½
9.	4 81	4 86	21.	4 82	4 86½	32.	4 82	4 86½
10.	4 81	4 86	22.	4 82	4 86½	33.	4 82	4 86½
11.	4 81	4 86	23.	4 82	4 86½	34.	4 82	4 86½
12.	4 82	4 86½						

INTEREST-BEARING DEBT.

Character of Issue.	Authorizing Act.	When Payable.	Interest Periods.	Amount Outstanding.	
				Registered.	Coupon.
5s of 1881.	July 14, '70	May 1, '81	Q-F.	\$155,356,350	\$.....
3s of 1882.	July 12, '82	At option.	Q-M	259,370,500	.....
4s of 1891	July 14, '70	Sept. 1, '91	Q-M	187,554,600	62,445,400
4s of 1907.	July 14, '70	July 1, 1907	Q-J.	570,188,700	168,740,900
4s, ref. etfs.	Feb. 26, '79			\$1,172,470,150	\$231,186,300
3s, navy p. fd.	July 23, '68				\$423,750
					14,000,000
Aggregate of interest-bearing debt.				\$1,418,080,200	

* Continued at 3½ per cent.

On the foregoing issues there is a total of \$2,256,053 interest over-due and not yet called for. The total current accrued interest to date is \$7,784,157.

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

There is a total of over-due debt yet outstanding, which has never been presented for payment, of \$11,584,915 principal and \$182,813 interest. Of this interest, \$317,263 is on the principal of called bonds, which principal is as follows: 5-20s of 1891, \$365,600; do 1894, \$50,400; do 1895, \$70,450; consols of 1895, \$369,600; do 1897, \$436,150; do 1898, \$251,750; 10-40s of 1861, \$298,300; funded loan of 1881, \$782,400; 3's certis., \$5,000; 6s of 1861, continued at 3½ per cent, \$3,303,550; 6s of 1863, continued at 3½ per cent, \$4,839,700.

DEBT BEARING NO INTEREST.

Character of Issue.	Authorizing Act.	Amount.
Old demand notes.	July 17, '61; Feb. 12, '62.	\$59,330
Legal-tender notes.	Feb. 25, '62; July 11, '62; Mar. 3, '63	346,681,016
Certificates of deposit.	June 8, '72	9,945,000
Gold certificates.	March 3, '63	26,360,440
Silver certificates.	February 28, '78	73,607,710
Fractional currency	Feb. 17, '62; Mar. 3, '63; June 30, '64	\$15,402,119
Less amt. est'd lost or destr'd, act J'e 21, '79		8,375,934
Aggregate of debt bearing no interest.		\$463,679,731
Unclaimed Pacific Railroad interest.		5,339

RECAPITULATION.

	Amount Outstanding.	Interest.
Interest-bearing debt—		
Bonds at 5 per cent, continued at 3½.	\$155,356,350	
Bonds at 4½ per cent.	250,000,000	
Bonds at 4 per cent.	738,929,600	
Bonds at 3 per cent.	259,370,500	
Refunding certificates.	423,750	
Navy pension fund	14,000,000	
Total interest-bearing debt.	\$1,418,080,200	\$10,010,211
Debt on which int. has ceased since maturity	11,588,945	482,813
Debt bearing no interest—		
Old demand and legal-tender notes.	346,740,396	
Certificates of deposit.	9,945,000	
Gold and silver certificates.	99,958,150	
Fractional currency.	7,026,185	
Total debt bearing no interest.	\$463,679,731	
Unclaimed Pacific Railroad interest.		5,339
Total.	\$1,893,348,977	\$10,528,365
Total debt, principal and interest, to date		\$1,903,877,242
Total cash in Treasury		275,386,199
Debt, less cash in Treasury, Nov. 1, 1882.		\$1,628,491,043
Debt, less cash in Treasury, Oct. 1, 1882.		1,644,120,223
Decrease of debt during the past month.		\$15,629,180
Decrease of debt since June 30, 1882.		\$60,423,418
CURRENT LIABILITIES—		
Interest due and unpaid.		\$2,256,053
Debt on which interest has ceased.		11,588,945
Interest thereon.		482,813
Gold and silver certificates.		99,958,150
U. S. notes held for redemption of certificates of deposit.		9,945,000
Cash balance available Nov. 1, 1882.		151,145,237
Total.		\$275,386,199
AVAILABLE ASSETS—		
Cash in the Treasury		\$275,386,199

BONDS ISSUED TO THE PACIFIC RAILWAY COMPANIES.

INTEREST PAYABLE BY THE UNITED STATES.

Character of Issue.	Amount outstanding.	Interest paid by U. S.	Interest repaid by transportation	Balance of interest paid by U. S.
Central Pacific	\$25,885,120	\$21,899,448	\$3,827,634	\$17,423,541
Kansas Pacific	6,303,000	5,751,153	2,726,054	3,025,098
Union Pacific	27,236,512	23,323,659	8,542,742	14,780,917
Central Br. U. P.	1,600,000	1,453,808	133,091	1,313,789
Western Pacific	1,970,560	1,530,045	9,367	1,540,643
Sioux City & Pac.	1,629,320	1,366,508	99,969	1,266,629
Total.	\$64,623,512	\$55,344,682	\$15,338,559	\$39,350,623

The Pacific Railroad bonds are all issued under the acts of July 1, 1862, and July 2, 1864; they are registered bonds in the denominations of \$1,000, \$5,000 and \$10,000; bear 6 per cent interest in currency, payable January 1 and July 1, and mature 30 years from their date.

THE DEBT STATEMENT FOR OCTOBER, 1882.

The following is the official statement of the public debt as it appears from the books and Treasurer's returns at the close of business on the last day of October, 1882:

UNITED STATES TREASURY STATEMENT.

The following statement, from the office of the Treasurer, was issued this week. It is based upon the actual returns from Assistant Treasurers, depositaries and superintendents of mints and assay offices:

LIABILITIES, NOVEMBER 1, 1882.

Post-office Department account.....	\$6,824,862 94
Disbursing officers' balances.....	26,995,312 63
Fund for redemption of notes of national banks failed, "in liquidation," and "reducing circulation".....	37,823,619 10
Undistributed assets of failed national banks.....	869,773 40
Five per cent fund for redemption of nat'l bank notes.....	14,471,293 01
Fund for redemption of national bank gold notes.....	340,634 00
Currency and minor-coin redemption account.....	1,741 00
Fractional silver-coin redemption account.....	80,367 30
Interest account, Pacific Railroad and L. & P. Canal Co.....	5,432 05
Treasurer U.S. agent for paying interest on D. C. bonds.....	226,503 00
Treasurer's transfer checks and drafts outstanding.....	7,815,232 31
Treasurer's general account—	
Interest due and unpaid.....	\$5,566,040 37
Matured bonds and interest.....	786,524 00
Called bonds and interest.....	10,493,167 65
Old debt.....	732,067 27
Gold certificates.....	26,360,440 00
Silver certificates.....	73,607,710 00
Certificates of deposit.....	9,945,000 00
Balance, including bullion fund.....	148,530,516 52
Total Treasurer's general account.....	\$276,081,465 81
Less unavailable funds.....	695,266 16
	\$275,386,199 65
	\$370,875,568 34

ASSETS, NOVEMBER 1, 1882.

Gold coin.....	\$108,888,963 44
Gold bullion.....	56,916,780 16
Standard silver dollars.....	92,414,977 00
Fractional silver coin.....	26,749,432 05
Silver bullion.....	4,012,503 27
Gold certificates.....	14,990,170 00
Silver certificates.....	7,987,260 00
United States notes.....	29,689,196 17
National bank notes.....	6,369,431 58
National bank gold notes.....	620 00
Fractional currency.....	8,497 74
Deposits held by national bank depositaries.....	12,769,660 22
Minor coin.....	492,253 91
New York and San Francisco exchange.....	2,210,000 00
One and two-year notes, &c.....	55 00
Redeemed certificates of deposit, June 8, 1872.....	110,000 00
Quarterly interest checks and coin coupons paid.....	310,180 13
United States bonds and interest.....	12,895,372 21
Interest on District of Columbia bonds.....	430 12
Speaker's certificates.....	119,095 00
Pacific Railroad interest paid.....	600 00
	\$370,875,568 34

Monetary & Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—Oct. 21.			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam.....	3 mos.	12 5½ @ 12 6¼	Oct. 21	Short.	12-13
Amsterdam.....	Short.	12 2¾ @ 12 3¼	Oct. 21	Short.	20-37
Hamburg.....	3 mos.	20 66 @ 20 70	Oct. 21	Short.	20-37
Berlin.....	"	20 67 @ 20 71	Oct. 21	"	20-38½
Frankfort.....	"	20 67 @ 20 71	Oct. 21	"	20-40
Vienna.....	"	12 8¾ @ 12 11¼	Oct. 21	"	11-95
Antwerp.....	"	25 55¼ @ 25 58¾	Oct. 21	"	25-25
St. Petersburg.....	Checks	23 29 @ 23 30	Oct. 21	Checks	25-25½
Paris.....	3 mos.	23 50 @ 23 55	Oct. 21	3 mos.	25-27½
Genoa.....	"	25 82½ @ 26 87½	Oct. 21	3 mos.	47-30
Madrid.....	"	46 @ 46½	Oct. 21	3 mos.	47-30
Cadiz.....	"	46 @ 46½	Oct. 21	"	48-11½
Lisbon.....	"	57¾ @ 58¼	Oct. 21	Short.	18 7½ 32d.
New York.....	60 days	1s. 7½ 1d.	Oct. 21	4 mos.	1s. 7½ 10d.
Bombay.....	"	1s. 7½ 10d.	Oct. 21	"	3s. 9¼
Calcutta.....	"	"	Oct. 21	"	5s. 2¼d.
Hong Kong.....	"	"	Oct. 21	"	"
Shanghai.....	"	"	Oct. 21	"	"

[From our own correspondent.]

LONDON, Saturday, Oct. 21, 1882.

New York Exchange on London has improved considerably during the week, and the Continental exchanges are steady. There is, in consequence, less anxiety with regard to the money market, and the rates of discount are very easy. In fact, the open market quotation for the best three months' bills is not more than 3¼@3½ per cent, and as the Bank rate is still 5 per cent, it has certainly become a question whether a reduction has not already become necessary. The effect of the 5 per cent rate of discount has undoubtedly been very considerable. Speculative business has been kept in check, and trade is expected to have been made more healthy in consequence; the anticipated autumn movements in commercial and financial circles have not, therefore, taken place. And it is not likely that there will now be any important movement during the remainder of the year, notwithstanding that money is cheap and that political affairs are not attracting the serious attention they did a few weeks ago. The meeting of Parliament next week for a brief autumn session will be of importance, as the general public will be made acquainted, no doubt, with many questions, and especially with that of the future of Egypt. The explanations are expected to be of a reassuring character, and consequently a feeling of confidence manifests itself in most departments.

This week's Bank return is of a favorable character. It shows, to a considerable extent, the effects of the payments of

the Indian loan, which has been taken up in full, owing to the nature of the security and to the abundance of money. The decrease in the supply of bullion is very small, but the note circulation has fallen off, and the total reserve has been augmented by £214,881. The proportion of reserve to liabilities is now 35·70 per cent, against 32·50 per cent last week. The demand for money during the week has been very moderate, and the supply being abundant, the rates of discount are easy, as follows:

	Per cent.	Open-market rates—	Per cent.
Bank rate.....	5	4 months' bank bills.....	3¼ @ 3½
Open-market rates—		6 months' bank bills.....	3¼ @ 3½
30 and 60 days' bills.....	3¼ @ 3½	4 & 6 months' trade bills.....	5 @ 5½
3 months' bills.....	3¼ @ 3½		

The following are the rates of interest allowed by the joint-stock banks and discount houses for deposits:

	Per cent.
Joint-stock banks.....	3½
Discount houses at call.....	3½
Do with 7 or 14 days' notice.....	3½

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of mid-ling upland cotton, of 40 mule twist, fair second quality, and the Bankers' Clearing House return, compared with the three previous years:

	1882.	1881.	1880.	1879.
Circulation.....	26,678,390	26,665,210	26,955,848	28,524,200
Public deposits.....	4,117,993	3,341,070	4,388,387	4,930,633
Other deposits.....	21,334,093	25,488,563	28,178,536	32,802,392
Government securities.....	12,931,057	14,929,269	16,365,070	19,170,528
Other securities.....	23,183,841	21,442,185	18,096,756	17,875,855
Reserve of notes & coin.....	10,257,374	10,347,168	16,002,714	18,733,664
Gold and bullion in both departments.....	21,185,764	21,262,378	27,958,559	32,237,864
Proportion of reserve to liabilities.....	35·70	35¾	48¾	49¼
Bank rate.....	5 p. c.	5 p. c.	2½ p. c.	2 p. c.
Consols.....	101¼	99	99½	98
Eng. wheat, av. price.....	39s. 2d.	47s. 0d.	41s. 5d.	49s. 9d.
Mid. Upland cotton.....	6¾d.	6¾d.	6¾d.	6¾d.
No. 40 Mule twist.....	10¼d.	10¼d.	10¼d.	9¾d.
Clearing-house return.....	148,550,000	147,611,000	130,005,000	88,600,000

The stock markets have been wanting in animation during the week, but on the whole the tone has been firm. The market for American and Canadian bonds has been irregular and British railway shares have occasionally shown signs of weakness. In the foreign market the tendency has been decidedly favorable. A feature of importance has been that Consols have been very firm, and are now quoted at 101½ to 101¾ for money and 101½ to 101¾ for account.

There having been no export demand for gold, the arrivals from abroad, which have been small, have been sent into the Bank of England. Nearly £100,000 in sovereigns has, however, been forwarded to Egypt on account, no doubt, of the war expenditure. Very little silver has been on offer, and no arrivals of importance are expected for a few days. There has been some demand from Spain, and a rather higher price has been obtained for fine bars. Mexican dollars, in the absence of supplies, are unaltered in price. India Council bills have been sold at the official minimum, viz: 1s. 7½d. per ounce. The following prices of bullion are from Messrs. Pixley & Abell's circular:

	GOLD.	s. d.	s. d.
Bar gold, fine.....	per oz. standard.	77 9 @	.....
Bar gold, cont. 20 dwts. silver.....	per oz. standard.	77 10½ @	.....
Spanish doubloons.....	per oz.	73 9½ @	.....
South American doubloons.....	per oz.	73 8½ @	.....
United States gold coin.....	per oz.	76 3½ @	.....
German gold coin.....	per oz.	@	.....
	SILVER.	d.	d.
Bar silver, fine.....	per oz. standard.	51½ 16 @	.....
Bar silver, contain'g 5 grs. gold.....	per oz. standard.	52½ 16 @	.....
Cake silver.....	per oz.	56 @	.....
Mexican dollars.....	per oz.	50½ @	.....
Chilian dollars.....	per oz.	@	.....
Quicksilver, 25 lbs. 9d.	Discount, 3 per cent.		

The number of failures in England and Wales gazetted during the week ending Saturday, Oct. 14, was 192, against 218 in the corresponding week of last year, showing a decrease of 26, being a net decrease in 1882 to date of 739. The number of bills of sale published in England and Wales for the week was 864, against 1,071, showing a decrease of 207, or a net decrease to date of 2,499. The number published in Ireland was 35, against 47, showing a decrease of 12, or a net decrease to date of 343.

The following are the current rates for money at the leading foreign centres:

	Bank rate.	Open Market.	Bank rate.	Open Market.
	Pr. ct.	Pr. ct.	Pr. ct.	Pr. ct.
Paris.....	3½	3¼	Madrid and other	
Brussels.....	4¼	4¼	Spanish cities.....	5 4½ @ 5
Amsterdam.....	4¼	4¼	St. Petersburg.....	6 4
Berlin.....	5	4½	Geneva.....	4
Hamburg.....	4½	4½	Genoa.....	5
Frankfort.....	5	4½	Copenhagen.....	4½
Vienna.....	5	5		

A new Russian loan has at length made its appearance, but compared with the more recent loans, the price is an onerous one to the Russian Government. The amount is £3,904,200, in 445,210 bonds of £20 each. The rate of interest is 3 per cent per annum, and the price of issue only £55 per cent or £11 per £20 bond. It is important, however, to notice that interest is payable half-yearly, on June 15 and December 15 in each year, the first coupon being payable on June 15, 1883; and that the bonds are redeemable at par within 70 years, by half-yearly drawings in April and October in each year, an operation which is first to take effect in April, 1883—that is to say, two months before the first coupon is paid. The money is required for completing the Trans-Caucasian Railroad.

There has been a heavy fall of rain over the country during the past week, and on two days—Monday and to-day—it has been more than usually copious. On these two days, in fact, it has been heavier than for several years past in a similar period of time. The land is not, therefore, in good condition for the usual autumnal work, and the new agricultural season has been commenced under unfavorable conditions. The wheat markets are, however, abundantly supplied with produce, but although the trade is a little more lively than it was, it is still greatly wanting in activity, and the recovery which has taken place in prices is very small, considering how low they are. The average price of English wheat is now only 39s. 6d. per quarter, which is one of the lowest averages on record. Farmers, however, having good crops of most other articles of produce are now showing some reluctance in threshing out their wheat, and the deliveries of wheat have recently fallen off; but those of other articles, and especially of barley, have been increasing. Barley of prime quality suitable to the best maltsters, commands a moderate price, viz., 42s. to 44s., and in some instances 45s. per quarter. The price should be higher considering that German supplies are small, but beer is now made out of so great a variety of articles that the old genuine trade is disappearing. The good old English glass of ale is becoming an anachronism, but drink of all kinds is known to be much adulterated.

Returning to the wheat trade, it is difficult to see how any material improvement can be established. Supplies are still large, and there has been a decided accumulation of stocks at our outlets. Possibly when the Baltic and the South Russian ports are closed to navigation there will be some curtailment of supplies, as shipments will be small when prices are low, and freight charges would be increased. In fact, low prices are already having their effect in restricting shipments, there being a perceptible falling off in the exports from the United States, as well as from other quarters. The following statistics relating to the crops and to consumption in this country have recently been published:

ESTIMATED WHEAT PRODUCTION OF THE UNITED KINGDOM.

Year.	Acres.	Character of the Yield.	Assumed Bushels per Acre.	Available for consumption after deducting seed.
1866.....	3,661,000	Under average	27	11,460,000
1867.....	3,640,000	Much under	25	10,390,000
1868.....	3,951,000	Much over	31	15,790,000
1869.....	3,982,000	Under	27	12,490,000
1870.....	3,773,000	Over	32	14,100,000
1871.....	3,831,000	Under	27	11,970,000
1872.....	3,840,000	Much under	23	10,110,000
1873.....	3,670,000	Much under	23	10,360,000
1874.....	3,223,000	Over	31	13,700,000
1875.....	3,514,000	Much under	23	9,124,000
1876.....	3,124,000	Under	27	9,665,000
1877.....	3,321,000	Much under	22	9,432,000
1878.....	3,382,000	Over	30	11,825,000
1879.....	3,056,000	Very much under	18	5,940,000
1880.....	3,070,000	Under	26	9,114,000
1881.....	2,967,000	Under	27	9,124,000
1882.....	3,164,000	Under	28	10,243,000
Average of 17 years.....	3,516,000	—	26½	10,883,000
Average of first 9 years.....	3,798,000	—	27½	12,278,000
Average of last 8 years.....	3,200,000	—	25½	9,315,000

HOME AND FOREIGN SUPPLY OF WHEAT FOR THE UNITED KINGDOM.

Harvest Year. Sept. 1 to Aug. 31.	Estimated Home Prod- uce available for Con- sumption. Imperial Qrs.	Imports of Wheat and Flour, deducting Exports. Imperial Qrs.	Total available for Con- sumption. Imperial Qrs
1866-67.....	11,400,000	7,600,000	19,040,000
1867-68.....	10,390,000	9,010,000	19,400,000
1868-69.....	15,790,000	7,800,000	23,670,000
1869-70.....	12,490,000	9,580,000	22,070,000
1870-71.....	14,100,000	7,950,000	22,050,000
1871-72.....	11,970,000	9,320,000	21,290,000
1872-73.....	10,110,000	11,720,000	21,830,000
1873-74.....	10,550,000	11,230,000	21,780,000
1874-75.....	13,700,000	11,640,000	25,340,000
1875-76.....	9,124,000	13,940,000	23,064,000
1876-77.....	9,665,000	12,150,000	21,821,000
1877-78.....	9,432,000	14,503,000	23,935,000

Harvest Year. Sept. 1 to Aug. 31.	Estimated Home produce available for Con- sumption. Imperial Qrs.	Imports of Wheat and Flour, deducting Exports. Imperial Qrs.	Total available for Con- sumption. Imperial Qrs.
1878-79.....	11,825,000	14,417,000	26,242,000
1879-80.....	9,990,000	15,400,000	22,390,000
1880-81.....	9,114,000	15,427,000	24,541,000
1881-82.....	9,124,000	16,722,000	25,846,000
1882-83.....	10,243,000	(14,257,000)	(24,500,000)
Average of 17 years....	10,883,000	11,935,000	22,817,000
Average of first 9 years....	12,278,000	9,518,000	21,830,000
Average of last 8 years....	9,315,000	14,728,000	24,012,000

The following return shows the extent of the imports of cereal produce into the United Kingdom during the first seven weeks of the season, compared with the corresponding period in the three previous seasons:

	1882.	1881.	1880.	1879.
Wheat.....	cwt. 12,745,477	8,921,372	10,643,319	9,985,998
Barley.....	1,477,885	1,675,703	1,639,078	2,067,441
Oats.....	1,929,183	1,964,875	1,943,616	2,234,829
Peas.....	96,806	102,801	186,614	62,641
Beans.....	165,566	301,260	206,742	343,330
Indian corn.....	2,440,478	4,281,409	6,511,197	3,363,937
Flour.....	2,032,493	1,627,918	1,473,193	1,452,311

The following figures show the quantities of wheat and flour placed upon the British markets since harvest, viz., in a period of seven weeks; also the average price of English wheat for the season, the visible supply in the United States, and the quantity of produce estimated to be afloat to the United Kingdom.

	1882.	1881.	1880.	1879.
Imports of wheat.....	cwt. 12,745,477	8,921,372	10,643,319	9,985,998
Imports of flour.....	2,032,493	1,627,918	1,473,193	1,452,311
Sales of home-grown produce.....	5,925,200	5,539,620	5,160,900	2,019,720
Total.....	20,703,175	16,088,915	17,287,412	13,498,029

	1882.	1881.	1880.	1879.
Av'g price of English wheat for season, qtr.	41s. 11d.	50s. 1d.	41s. 0d.	48s. 2d.
Visible supply of wheat in the U. S. bush.	13,900,000	19,500,000	14,400,000	20,737,000
Afloat to United Kingdom, estimated qtr.	2,033,000	2,084,000	.....	.....

The next series of colonial wool sales are announced to commence on Nov. 21.

After deduction, write Messrs. Schwartz & Co., of the quantity forwarded direct, the total available for sale will probably amount to 140,000 bales, 30,000 bales Cape and 110,000 bales Australian, the latter including (according to a telegram received by us the other day) 38,000 bales of the new clip, viz.: 10,000 bales Sydney, 13,000 bales Port Phillip and 15,000 bales Adelaide. The market has witnessed a fair amount of inquiry since the close of last series, and sales to the extent of a couple of thousand bales, chiefly Australian, secured, have taken place at a small advance in prices. All these purchases were made for the interior—from abroad there has been no demand. The advances from the manufacturing districts report a large rate of consumption; the tone is firm, and the article generally held to be in a sound position. Telegrams from Adelaide report brisk competition, and prices of the better wools at par with last season; inferior sorts a little easier. The clip is said to be in the same condition as last year. The first public sale at Melbourne was held yesterday, but no telegraphic advices have yet come to hand. The Riverina wools are reported in fair condition, but of rather tender growth; Western wools well-grown and sound and in superior order; in Queensland a very abundant clip, but, owing to the great drouth, a diminished production in New South Wales.

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending November 3:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....	51½	51½	51½	51½	51½	51½
Consols for money.....	102½	102½	102½	102½	102½	102½
Consols for account.....	102½	102½	102½	102½	102½	102½
Fr'ch rentes (in Paris) fr.	80-40	80-40	80-40	80-40	80-40	80-40
U. S. 5s ext'd into 3½s	104½	104½	104½	104½	104½	104½
U. S. 4½s of 1891.....	116	116	116	116	116	116
U. S. 4s of 1907.....	122½	122½	122½	122½	122½	122½
Erie, common stock.....	43	41½	41½	41½	41½	41½
Illinois Central.....	152½	151½	151½	151½	151½	151½
Pennsylvania.....	65	65½	65½	65½	65½	65½
Philadelphia & Reading.....	31½	31½	31½	31½	31½	31½
New York Central.....	137½	137½	137½	137½	137½	137½

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Flour (ex. State), 100 lb	s. d. 12 6	s. d. 12 6	s. d. 12 6	s. d. 12 6	s. d. 12 6	s. d. 12 6
Wheat, No. 1, wh. "	8 8	8 7	8 7	8 7	8 7	8 7
Spring, No. 2, n. "	8 4	8 4	8 4	8 4	8 4	8 4
Winter, West., n. "	8 4	8 4	8 4	8 4	8 4	8 4
Cal. white.....	9 0	9 0	9 0	9 0	9 0	9 0
Corn, mix., West. "	7 6	7 6	7 6	7 6	7 6	7 6
Pork, West. mess., 9 bbl.	97 0	97 0	97 0	96 0	96 0	96 0
Bacon, long clear, new	89 0	89 0	89 0	89 0	89 0	89 0
Beef, pr. mess, new, ½ cwt.	62 6	62 3	62 6	62 0	62 0	62 0
Lard, prime West., ½ cwt.	59 0	59 0	59 6	59 6	59 6	59 6
Cheese, Am. choice, new	59 0	59 0	59 6	59 6	59 6	59 6

Commercial and Miscellaneous News.

BONDS HELD BY NATIONAL BANKS.—The following interesting statement, furnished by the Comptroller of the Currency, shows the amount of each class of bonds held against national bank circulation and to secure public moneys in national bank depositories on Nov. 1. We gave the statement for Oct. 1, in CHRONICLE of Oct. 7, page 392, and by referring to that the changes made during the month can be seen.

U. S. Bonds Held Nov. 1, 1882, to Secure—			
Description of Bonds.	Public Deposits in Banks.	Bank Circulation.	Total Held.
34, Act July 12, 1882.....	\$7,326,000	\$179,685,559	\$187,011,550
Currency 6s.....	20,000	3,526,000	3,546,000
5 per cents.....		15,000	15,000
4 1/2 per cents.....	769,500	33,754,650	34,524,150
4 per cents.....	6,651,000	104,917,500	111,568,500
5s, ext. at 3 1/2.....	1,340,000	38,505,750	39,845,750
6s, ext. at 3 1/2.....	151,500	2,101,200	2,252,700
Total.....	\$16,249,000	\$362,505,650	\$378,754,650

CHANGES IN LEGAL TENDERS AND NATIONAL BANK NOTES TO NOV. 1.—The Comptroller of the Currency has furnished us the following, showing the amounts of national bank notes outstanding Oct. 1, together with the amounts outstanding Nov. 1, and the increase or decrease during the month; also the changes in legal tenders held for the redemption of bank notes up to Nov. 1:

National Bank Notes—		
Amount outstanding Oct. 1, 1882.....		\$362,077,639
Amount issued during October.....	\$2,023,400	
Amount retired during October.....	2,156,672	123,272
Amount outstanding Nov. 1, 1882*.....		\$361,949,358
Legal Tender Notes—		
Amount on deposit to redeem national bank notes Oct. 1, 1882.....		\$39,050,632
Amount deposited during October.....	\$1,092,440	
Amount reissued & bank notes retired in Oct. 1, 1882.....	2,061,402	968,962
Amount on deposit to redeem national bank notes Nov. 1, 1882.....		\$38,081,670

* Circulation of national gold coins, not included above, \$778,339.

According to the above the amount of legal tenders on deposit Nov. 1 with the Treasurer of the United States to redeem national bank notes was \$38,081,670. The portion of this deposit made (1) by banks becoming insolvent, (2) by banks going into voluntary liquidation, and (3) by banks reducing or retiring their circulation, was as follows on the first of each of the last five months:

Deposits by—	July 1.	Aug. 1.	Sept. 1.	Oct. 1.	Nov. 1.
Insolvent banks.....	\$1,248,813	\$1,258,886	\$1,165,869	\$1,110,175	\$1,035,030
Liquidating banks.....	9,127,602	9,285,558	10,115,519	10,963,910	9,924,182
Reduced and retired.....					
Act of 1871.....	27,362,099	27,106,033	23,106,101	27,876,517	27,122,158
Total.....	\$37,738,514	\$37,650,477	\$34,387,489	\$39,950,602	\$38,081,670

COINAGE BY UNITED STATES MINTS.—The following statement, kindly furnished us by the Director of the Mint, shows the coinage executed at the Mints of the United States during the month of October, 1882:

Denomination.	Pieces.	Value.
Double eagles.....	131,359	\$2,127,000 00
Eagles.....	97,200	972,000 00
Half eagles.....	15,000	75,000 00
Dollars.....		
Total gold.....	233,559	\$3,174,000 00
Standard dollars.....	2,300,000	\$2,300,000 00
Half dollars.....		
Quarter dollars.....		
Dimes.....	710,000	71,000 00
Total silver.....	3,010,000	\$2,371,000 00
Five cents.....	930,000	\$4,650,000 00
Three cents.....		
One cent.....	3,260,000	32,600 00
Total minor.....	4,190,000	\$79,100 00
Total coinage.....	7,423,559	\$5,924,100 00

NATIONAL BANKS.—The following national banks have lately been organized:

- 2,906.—The First National Bank of Kearney, N.b. Capital, \$50,000. Le Roy Robertson, President; Fred. Y. Robertson, Cashier.
- 2,907.—The First National Bank of Columbus, Neb. Capital, \$50,000. Andrew Anderson, President; Ole T. Roen, Cashier.
- 2,908.—The First National Bank of Homestead, Ills. Capital, \$50,000. Jacob S. McFarren, President; James McFarren, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show a decrease in both dry goods and general merchandise. The total imports were \$7,657,733, against \$10,188,767 the preceding week and \$8,943,713 two weeks previous. The exports for the week ended Oct. 31 amounted to \$5,855,520, against \$8,086,939 last week and \$4,103,333 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Oct. 26, and for the week ending (for general merchandise) Oct. 27; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1879.	1880.	1881.	1882.
Dry goods.....	\$1,256,578	\$1,261,187	\$1,696,732	\$1,820,611
Gen'l mer'dise.....	5,022,579	5,785,699	5,883,491	5,837,122
Total.....	\$6,279,157	\$7,046,886	\$7,580,223	\$7,657,733
Since Jan. 1.....				
Dry goods.....	\$78,933,458	\$107,930,754	\$96,169,607	\$114,171,753
Gen'l mer'dise.....	191,595,167	297,577,329	269,151,187	303,571,063
Total 43 weeks.....	\$270,528,925	\$405,508,033	\$365,320,794	\$417,742,818

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending October 31, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

For Week.	1879.	1880.	1881.	1882.
For the week.....	\$8,523,292	\$10,321,211	\$9,910,618	\$8,855,520
Prev. reported.....	232,275,970	335,914,967	311,571,742	276,348,269
Total 43 weeks.....	\$240,799,262	\$346,236,178	\$321,482,367	\$285,203,789

The following table shows the exports and imports of specie at the port of New York for the week ending Oct. 23, and since Jan. 1, 1882:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	\$.....	\$29,652,192	\$.....	\$106,198
France.....		2,526,150		401
Germany.....		83,160		232
West Indies.....		6,088	215,079	1,406,469
Mexico.....		257,050		206,168
South America.....		1,620	871	307,116
All other countries.....		1,299,311	60,300	90,517
Total 1882.....	\$1,620	\$33,824,551	\$306,250	\$2,117,432
Total 1881.....		422,411	1,033,612	50,940,469
Total 1880.....	1,600	2,165,723	3,388,035	45,556,430
Silver.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	\$.....	\$7,470,209	\$.....	\$26,270
France.....	55,000	1,128,350		1,208
Germany.....		216,500		123,004
West Indies.....		17,134	21,692	1,021,434
Mexico.....		9,075	9,075	833,841
South America.....		812		114,263
All other countries.....		813,655		27,245
Total 1882.....	\$55,000	\$9,632,839	\$31,579	\$2,152,274
Total 1881.....		176,611	8,887,239	2,308,310
Total 1880.....	294,550	4,341,193	43,182	4,183,523

Of the above imports for the week in 1882, \$242,986 were American gold coin and \$18,642 American silver coin. Of the exports for the same time, \$1,620 were American gold coin.

THE MINES, MINERS AND MINING INTERESTS OF THE UNITED STATES IN 1882 is the title of an elaborate work compiled by Mr. William Ralston Baleh, and issued by the Mining Industrial Publishing Bureau in Philadelphia. This is an elegant work of over 1,200 pages, and is certainly one of the most complete treatises on a special subject ever issued in the United States. The compiler has had regard to the fact that the value of his work would largely depend upon the convenience afforded for ascertaining facts, and so he has given a carefully arranged table of contents, and, better still, there is an alphabetical index of fifty pages, which affords a ready reference to the subject matter contained in this immense volume. In this brief notice we can only refer to the fulness with which the whole subject of the mineral industries has been treated, and commend the book to the large class interested therein. A list of 120 mining companies, with a statement concerning each of them, is given. Fifty-nine of these 120 report their capitalization, which foots up a total of \$133,823,000 nominal capital. No person interested in mines or mining stocks, directly or indirectly, should be satisfied to be without a copy of this book. The trivial cost of such a work, even if it be \$5 or \$10, compared with the daily squanderings for cigars, champagnes, good lunches, and all that sort of thing, should make any intelligent business man ashamed not to purchase it.

—Attention is called to the sinking fund notices of the Mobile & Ohio Railroad Company in to-day's CHRONICLE. Sealed offers will be received until the 11th inst. at the Farmers' Loan and Trust Company, this city.

Auction Sales.—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son:

Share.	Bonds.
331 New York Gas-light Co. (ex-dividends) 11 1/2 @ 113 3/4	\$2,000 Southside RR. 1st M. 74, due 1887..... 105 1/4
25 Nassau Bank ex-div. 1 1/2	5,000 City of B'klyn. perm't water loan 6 1/2, due '96. 12 1/2 @ int.
50 Sterling Fire Ins. Co. 60	5,000 City of B'klyn. perm't wat. in. 6s. due 1909. 13 1/4 @ int.
509 Atlantic Min'g & S'g Co. 14 p.sh	10,000 City of B'klyn. perm't wat. in. 6s. due 1902. 12 1/2 @ int.
470 Republic Gold Mining Co. 3 1/2 p. sh.	3,000 City of Jersey City water scrip 7s. due 1891. 110 1/4
60 Mechanic's Bk. of N.Y. 150 3/4	3,000 City of Jersey City 7s. reg. due 1891. 111 1/4
21 National Fire Ins. Co. 103	2,200 Republic Gold Mining Co. bonds..... 51
30 U. S. Fire Ins. Co. 13 1/4	3,000 L. Erie Wab. & St. L. RR. 1st 7s. ext. due '90. 107 1/4
5 N. Y. Fire Ins. Co. 93	4,000 Pol. & Ill. RR. 1st 7s. ext. due 1890..... 107 3/4
25 Phoenix Insurance Co. 14 1/4	10,000 Nat. Transit Co., 6s. due 1902..... 85
23 Wall Street Nat. Bk. 10 1/4	5,000 B'klyn. Elev. RR. 1st M. mort. (assessm't paid) 31
20 Franklin & Emp. Ins. Co. 118	
25 Star Fire Insurance Co. 70 1/2	
20 Knickerbocker Fire Ins. 75	
25 North River Ins. Co. 104	
25 Eagle Fire Ins. Co. 220	
10 B'klyn. Acad. of Music, with adm'sn't ticket..... 124	
20 Harton Gas-light Co. 100	
15 B'klyn. Elev. RR. (ass't pd.) 11	

The Bankers' Gazette.

DIVIDENDS:

The following dividends have recently been announced:

Name of Company.	Per cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Boston & Maine	\$1	Nov. 15	Oct. 27 to —
Cedar Rapids & Mo. River	\$1 50	Nov. 1	Oct. 15 to —
Cinn. Ham. & Dayt., guar. certs.	3	Nov. 1	Oct. 26 to Nov. 2
Cinn. San. & Cleve. pref.	3	Nov. 1	Oct. 26 to Nov. 2
Han. June. Han. & Get.	2	Nov. 6	Oct. 27 to —
Manchester & Lawrence	5	Nov. 1	Oct. 27 to —
Nashua & Lowell	4	Nov. 1	Oct. 27 to —
Pennsylvania R.R.	*4½	Nov. 29	Nov. 1 to —
Seaboard & Roanoke	5	On dem.	Nov. 1 to —
Banks.			
Germania	4	Nov. 1	Oct. 27 to —
Greenwich	3	Nov. 1	Oct. 27 to —
Nassau	4	Nov. 10	Nov. 2 to Nov. 10
Miscellaneous.			
Iowa R.R. Land	\$1	Nov. 1	Oct. 27 to —

* 2½ per cent in cash and 2 per cent in scrip.

NEW YORK, FRIDAY, NOV. 3, 1882—5 P. M.

The Money Market and Financial Situation.—The extent of new railroad construction in the United States during the ten months from Jan. 1 to Nov. 1, 1882, has been, in round figures, about 9,000 miles. On the common basis of \$25,000 per mile in bonds and \$25,000 in stock, this mileage would furnish \$450,000,000 of new stocks and bonds. This is certainly a very large amount, but not more than the investing world is capable of absorbing, provided the new securities can earn a moderate rate of interest and dividends. In 1883 railroad construction will probably fall off largely, and it would not be surprising if the new road then built should be fully one third less than in the present year. A number of the principal lines have been, or will be, finished in 1882, and there is not one new company starting up now where there were a half dozen at this time last year.

In all the records of financial operations in other countries it would be difficult to find a parallel to the superlative activity, enterprise, ingenuity and success attending the movements of capitalists in the construction and management of railroads in the United States during recent years. The various methods pursued have a deep interest for Wall Street, and we may briefly refer to some of them.

The old, old method of building a railroad was for the subscribers to take either bonds or stocks and pay for them a full price—say 90 to 100—and then the outstanding liabilities represented pretty nearly the capital invested, and the bonds and stock became valuable according to the capacity of the road to earn interest or dividends. But this method is so old now that it savors of the middle ages, and little has been done on this basis since the war.

Then came the plan by which the projectors issued and sold enough bonds per mile to build the road, and issued a like amount of stock, distributing the latter among themselves. This was the general plan in vogue prior to the panic of 1873, but so heavily were the roads loaded down with interest charges on their bonds, sold at prices which made them pay about 8 per cent per annum, that few companies were able to survive when the hard times came. Our readers may recall those ghastly lists of "railroads in default" which filled columns in the newspapers.

Before 1873 the "construction company" had been little used, and the famous Credit Mobilier of the Union Pacific, which was the first of those companies to become prominent in the United States, subsequently fell into bad odor. But the construction company has of late years been revived, and very much used as a side corporation, first for the building of the road, and secondly for the distribution of the stock and bonds for the benefit of its subscribers; and whether or not it did the first part well, it has succeeded admirably in the second.

The distribution of stock and income bonds (sometimes in very large amounts) to the subscribers for first mortgage bonds in "blocks," has been the popular method of late years, and as between this and the 1870-1872 plan of keeping all the stock for the projectors, we cannot see why the latter is not the best. Under this latter head would be included the "Nickel Plate" and other roads similarly managed, referred to last week. And it should be said to the credit of the managers that their methods have been open and above board, and there was nothing concealed or calculated to deceive the public. However large their issues of stocks, they have been openly listed at the Stock Exchange, and the usual printed statements submitted giving information of the companies, so that no purchaser could complain of ignorance as to their status, or the amount of their issues. Reference was made to Mr. Seney in connection with these companies, not on account of any personal transactions of his own, but simply as the head and front of those associated capitalists who had just brought to such a profitable termination their New York Chicago & St. Louis enterprise.

One of the natural consequences of the issue of these large blocks of bonds and stock to subscribers is sometimes seen in the decline of the bonds to very low prices before the railroads are completed. The subscribers, wishing to realize on something and not finding a ready market for the stocks, are apt to sell their bonds at any price they may bring. The "Nickel Plate" first mortgage bonds declined to 78 before the road was completed, and the list below shows the recent prices of a number of mortgage bonds of companies engaged in building

new lines, none of them having made any failure to meet their obligations.

Denver Rio Grande & West, 1st mortg. 6s, 1911	68½
Fort Worth & Denver City 1st mortg. 6s, 1921	73
Mexican Central 1st mortg. 7s, 1911	73
Mexican National 1st mortg. 6s, 1912	73
N. Y. West Shore & Buff. 1st mortg. 5s, 1931	63
Ohio Central Riv. Division 1st mortg. 6s	62½
Texas & St. Louis Mo. & Arkansas Division 1st mortg. 6s	55½
Toledo Cln. & St. Louis 1st mortg. 6s, 1921	51

The money market has been higher, mainly owing to the contraction caused by the drawing in of loans incident to the disbursements of Nov. 1, but it is easier to-day. On call loans to stockbrokers the rates went up to 12 per cent in a few cases, but the bulk of business has been at 5@7 per cent. Government bond dealers paid 3@5 per cent. Prime commercial paper sold at 6@7 per cent.

The Bank of England weekly statement on Thursday showed a decrease in specie of £830,000 for the week, and the percentage of reserve to liabilities was 33 15-16, against 36 7-16 last week; the discount rate remains at 5 per cent.

The New York City Clearing-House banks in their statement of Oct. 28 showed a decrease in surplus reserve of \$1,190,850, the total surplus being \$1,597,900, against \$2,788,750 the previous week.

The following table shows the changes from the previous week and a comparison with the two preceding years:

	1882. Oct. 28.	Differences from previous week.	1881. Oct. 29.	1880. Oct. 30.
Loans and dis.	\$311,855,400	Inc. \$1,557,200	\$309,254,500	\$317,880,200
Specie	52,085,800	Dec. 1,629,300	61,068,100	66,372,400
Circulation	18,778,200	Inc. 15,100	19,348,000	18,616,500
Net deposits	283,608,900	Dec. 1,405,400	288,048,800	302,543,100
Legal tenders	20,434,800	Inc. 87,100	15,632,400	15,016,700
Legal reserve	\$70,922,700	Dec. \$31,330	\$72,000,700	\$71,645,525
Reserve held	72,520,600	Dec. 1,512,200	76,720,500	79,389,100
Surplus	\$1,597,900	Dec. \$1,190,850	\$4,710,800	\$3,743,575

Exchange.—Foreign exchange has declined about one cent this week, and the larger supply of commercial bills is the main cause for this. To-day the actual rates paid for prime 60 days' bankers' sterling was 4 80½@4 81 and for demand 4 84½@4 85, with cables 4 85½@4 86. The actual rates for Continental bills are as follows: France, 5 23½@5 24½, and 5 19½@5 18½; marks, 94½@94½ and 95¼@95½, and guilders, 39½@39½ and 40.

Quotations for foreign exchange are as follows, the highest prices being the posted rates of leading bankers:

	Nov. 3.	Sixty Days.	Demand.
Prime bankers' sterling bills on London	4 80½@4 81½	4 84½@4 85½	4 84½@4 85½
Prime commercial	4 79½@4 80	4 83½@4 84	4 83½@4 84
Documentary commercial	4 79 @4 79½	4 83 @4 83½	4 83 @4 83½
Paris (francs)	5 23½@5 24½	5 20 @5 16½	5 20 @5 16½
Amsterdam (guilders)	39½@40	40 @40½	40 @40½
Frankfort or Bremen (reichmarks)	94½@94½	95½@95½	95½@95½

United States Bonds.—There has been a sharp demand for government bonds this week, including the 4 per cents as well as the 3 and 3½ per cents; the latter are going to Washington in large amounts for exchange into 3 per cents.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	Oct. 28.	Oct. 30.	Oct. 31.	Nov. 1.	Nov. 2.	Nov. 3.
5s, continued at 3½.	Q.-Feb.	*102	*101½	*101½	*101½	*101½	*101½
4½s, 1891	reg. Q.-Mar.	*113½	*113½	*113½	*113½	*112	*112
4½s, 1891	coup. Q.-Mar.	*113½	*113½	*113½	*113½	*113½	*113½
4s, 1907	reg. Q.-Jan.	*119½	*119½	*119½	*119½	*119½	*119½
4s, 1907	coup. Q.-Jan.	*119½	*119½	*119½	*119½	*119½	*119½
3s, option U.S.	reg. Q.-Feb.	*102½	*102½	*102½	*102½	*102½	*102½
6s, eur'cy, 1845	reg. J. & J.	*129	*129½	*129½	*129	*129	*129
3s, eur'cy, 1896	reg. J. & J.	*130	*130½	*130½	*130	*130	*130
3s, eur'cy, 1897	reg. J. & J.	*130½	*131	*131	*131	*130	*130
3s, eur'cy, 1898	reg. J. & J.	*131	*131½	*131½	*132	*132	*132
6s, eur'cy, 1899	reg. J. & J.	*132	*133	*133	*133	*133	*133

* This is the price bid at the morning board; no sale was made.

State and Railroad Bonds.—State bonds have been quite inactive and Tennessee compromise sold yesterday at 56½; Louisiana consols are quoted to-day 69-70. Railroad bonds have shown a dull business at prices rather weak than otherwise.

Railroad and Miscellaneous Stocks.—The stock market has been sluggish and rather unsettled in tone from day to day. It is supposed that there will be more activity after the elections, as it is almost invariably the rule that business is dull just before election week. With the expected competition of the Nickel Plateroad removed, the prospect for Lake Shore and Michigan Central seems better, but Erie and Delaware & Lackawanna are supposed to have lost by it. Western Union Telegraph has been weak and a disappointment to its holders, as it has happened several times now that just when the best reports were circulated about it the stock has been so freely sold that it went off several points instead of rising. In regard to Denver and Louisville & Nashville, nothing new has transpired, and the stocks have been steadier at the lower range, with very good buying in them at times. Some of the Street reports persist in saying that Mr. Gould will retire from the management of Wabash, but it is impossible to tell whether this is true. Texas & Pacific and Missouri Pacific have lately been among the most active of the Southwestern list. New York Central showed some weakness on moderate sales, and Reading also has gone lower than for some time before. At the close to-day the general tone was weak, led by the decline in Western Union to 84½.

RANGE IN PRICES AT THE N. Y. STOCK EXCHANGE FOR THE WEEK, AND SINCE JAN. 1, 1882.

STOCKS.		DAILY HIGHEST AND LOWEST PRICES.						Sales of the Week.		Range Since Jan. 1, 1882.		For Full Year 1881.		
		Saturday, Oct. 28.	Monday, Oct. 30.	Tuesday, Oct. 31.	Wednesday, Nov. 1.	Thursday, Nov. 2.	Friday, Nov. 3.	Shares.	Lowest.	Highest.	Low.	High.		
RAILROADS.														
Allegany Central				87 1/2	87 1/2			100	83	Oct. 24	34 1/2	Sept. 15		
Arlington & Santa Fe		70 1/4	70 1/4				79 1/2	79 1/2	84 1/2	June 10	85 1/2	Sept. 5	71 1/2	
Boston & N. A. V. L. line, pref.				79 1/2	79 1/2	85			100	67	June 10	85 1/2	Sept. 5	
Burlington Central R. & N. O.		69 1/2	70 1/2	69 1/2	69 1/2	69 1/2	69 1/2	74,860	100	67	June 10	85 1/2	Sept. 5	69 90
Burlington Southern		16	17			18	18	400	100	67	June 10	85 1/2	Sept. 5	90 90
Central Falls & Minnesota		71 1/2	71 1/2	71 1/2	71 1/2	71 1/2	71 1/2	59,000	64 1/2	July 19	37 1/2	Jan. 20	81 1/2	
Central Iowa		90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	9,055	86	Feb. 23	97 1/2	July 28	102 1/2	
Central Pacific		24 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	1,275	19 1/2	Mar. 9	27 1/2	July 22	29 1/2	
Chesapeake & Ohio		37 1/2	38 1/2	38 1/2	38 1/2	38 1/2	38 1/2	27 1/2	37 1/2	Apr. 18	43 1/2	Sept. 12	38 1/2	
Do		2d pref.	26 1/2	27 1/2	27 1/2	27 1/2	27 1/2	82 1/2	21	Mar. 9	27 1/2	Sept. 15	38 1/2	
Chicago & Alton		141 1/2	141 1/2	141 1/2	141 1/2	141 1/2	141 1/2	1,050	127 1/2	Mar. 11	145 1/2	Aug. 16	127 1/2	
Chicago Burlington & Quincy		130 1/2	130 1/2	130 1/2	130 1/2	130 1/2	130 1/2	3,235	127 1/2	July 5	141 1/2	Aug. 9	133 1/2	
Chicago Milwaukee & St. Paul		109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	48,100	104 1/2	Jan. 4	128 1/2	Sept. 9	101 1/2	
Chicago & North Western		144 1/2	144 1/2	144 1/2	144 1/2	144 1/2	144 1/2	13,520	124 1/2	Jan. 4	150 1/2	Sept. 12	117 1/2	
Do		1st pref.	163 1/2	163 1/2	163 1/2	163 1/2	163 1/2	2,150	136 1/2	Apr. 10	175 1/2	Aug. 16	131 1/2	
Chicago Rock Isl. & Pacific		130 1/2	130 1/2	130 1/2	130 1/2	130 1/2	130 1/2	7,927	125 1/2	Apr. 18	140 1/2	Aug. 11	129 1/2	
Chicago & St. Louis		48 1/2	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2	100,750	47 1/2	Oct. 16	53 1/2	Aug. 30	43 1/2	
Chicago St. Paul Minn. & Om.		107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	22,374	97 1/2	Feb. 24	114 1/2	Aug. 19	91 1/2	
Cincinnati Sandusky & Cleve.		84 1/2	84 1/2	84 1/2	84 1/2	84 1/2	84 1/2	1,625	80 1/2	Mar. 9	85 1/2	Oct. 19	81 1/2	
Cleveland & Pittsburgh Guar.		139 1/2	139 1/2	139 1/2	139 1/2	139 1/2	139 1/2	20	133 1/2	Jan. 10	140 1/2	July 27	127 1/2	
Columbia & Greenville, pref.		9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	1,350	50	Oct. 13	74	Feb. 2	82 1/2	
Columbus City & Ind. Cent.		135 1/2	135 1/2	135 1/2	135 1/2	135 1/2	135 1/2	13,365	135 1/2	June 7	151 1/2	Jan. 7	18 1/2	
Delaware & Chesapeake		50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	121,860	50	Oct. 16	74 1/2	Jan. 20	66 1/2	
Dallas & Rio Grande		90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	10	82	Apr. 15	96 1/2	Aug		
East Tennessee Va. & Ga.		10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	30,340	8	June 12	16	Jan. 13	21	
Do		1st pref.	18 1/2	19 1/2	19 1/2	19 1/2	19 1/2	20,140	15 1/2	June 7	20 1/2	Jan. 18	23 1/2	
Evansville & Terre Haute		82 1/2	82 1/2	82 1/2	82 1/2	81 1/2	80	80 1/2	4	June 7	20 1/2	Jan. 18	23 1/2	
Fort Worth & Denver City		37 1/2	38 1/2	37 1/2	37 1/2	36 1/2	37 1/2	2,000	36 1/2	Nov. 2	42	Oct. 16	44	
Green Bay Wm. & St. Paul				8 1/2	8 1/2			100	8	Feb. 15	16	Jan. 18		
Hannibal & St. Joseph		43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	47	47	Sept. 4	110	Feb. 8	144 1/2	
Houston & Texas Central		81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	80	81	Oct. 16	110	Feb. 8	144 1/2	
Illinois Central		140 1/2	140 1/2	140 1/2	140 1/2	140 1/2	140 1/2	8,983	127 1/2	Jan. 1	150 1/2	Oct. 23	124 1/2	
Indiana Bloom'g & West, new		40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	3,300	36	Mar. 8	49	Sept. 15	38 1/2	
Keokuk & Western		115 1/2	115 1/2	115 1/2	115 1/2	115 1/2	115 1/2	205,110	98	June 6	120 1/2	Mar. 30	112 1/2	
Louis Island		60 1/2	60 1/2	60 1/2	60 1/2	60 1/2	60 1/2	1,762	49 1/2	Feb. 21	65	Sept. 15	44 1/2	
Louisville & Nashville		50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	140,745	50	Oct. 28	109 1/2	Jan. 3	79 1/2	
Manitowish New Albany & Chic.		45 1/2	45 1/2	45 1/2	45 1/2	45 1/2	45 1/2	57	45 1/2	June 7	78 1/2	Sept. 20	60 1/2	
Manitowish & St. Joseph		86 1/2	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2	2,085	87	Oct. 24	88 1/2	Jan. 24	59 1/2	
Do common		46 1/2	47 1/2	47 1/2	47 1/2	47 1/2	47 1/2	1,000	40	Oct. 19	56	Aug. 11		
Manitowish Beach Co.		53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	1,900	10	Oct. 3	37	Mar. 30	18 1/2	
Metropolitan Elevated		81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	July 6	93	Oct. 4	77 1/2	
Michigan Central		102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	25,558	71 1/2	Apr. 18	105	Sept. 23	84 1/2	
Milwaukee L. S. & West, pref.		49 1/2	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2	41 1/2	41 1/2	Mar. 11	58 1/2	Aug. 15	42 1/2	
Minneapolis & St. Louis		30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	3,400	30 1/2	Feb. 25	77 1/2	Sept. 11	62 1/2	
Missouri Kansas & Texas		35 1/2	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2	39,390	26 1/2	Mar. 11	42 1/2	Aug. 2	34 1/2	
Missouri Pacific		105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	17,200	86 1/2	Apr. 21	112 1/2	Sept. 12	85 1/2	
Morris & Essex		124 1/2	124 1/2	124 1/2	124 1/2	124 1/2	124 1/2	235	119 1/2	Mar. 3	128 1/2	Jan. 14	118 1/2	
Nashville Chattanooga & St. L.		50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	9,500	50	Oct. 2	87 1/2	Jan. 14	63 1/2	
New York Central & Hudson		135 1/2	135 1/2	135 1/2	135 1/2	135 1/2	135 1/2	42,880	123 1/2	May 1	138	Aug. 4	130 1/2	
New York Chic. & St. Louis		35 1/2	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2	30,880	10 1/2	May 25	17 1/2	Oct. 27		
Do		1st pref.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	94,350	33 1/2	June 7	43 1/2	Oct. 27	96 1/2	
New York Lake Erie & West.		40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	1,235	40 1/2	Mar. 8	87 1/2	Sept. 10	80 1/2	
Do		85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	51 1/2	51 1/2	Mar. 8	87 1/2	Sept. 10	80 1/2	
New York & New England		184 1/2	184 1/2	184 1/2	184 1/2	184 1/2	184 1/2	190	168	Feb. 17	184	Oct. 3	164 1/2	
New York New Haven & Hart.		27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	3,700	20 1/2	June 9	31 1/2	July 28	25 1/2	
New York Ontario & Western		57 1/2	57 1/2	57 1/2	57 1/2	57 1/2	57 1/2	9,100	44 1/2	Mar. 31	24	Feb. 27	23 1/2	
Norfolk & Western		45 1/2	45 1/2	45 1/2	45 1/2	45 1/2	45 1/2	14,220	28 1/2	Mar. 9	54 1/2	Sept. 15	32 1/2	
Northern Pacific		92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	33,992	66 1/2	Feb. 23	100	Sept. 14	64 1/2	
Do		1st pref.	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2	5,460	11 1/2	June 7	25 1/2	Jan. 14	21 1/2	
Ohio & Mississippi		30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	6,100	90 1/2	Mar. 23	118	July 18	35 1/2	
Do		1st pref.	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	1,000	85 1/2	June 3	125 1/2	Aug. 16	128 1/2	
Ohio Southern		86 1/2	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2	12,658	68 1/2	June 30	98 1/2	Sept. 25	64 1/2	
Oregon & Trans-Continental		29 1/2	29 1/2	29 1/2	29 1/2	29 1/2	29 1/2	2,020	28 1/2	May 20	30 1/2	Aug. 19	28 1/2	
Panama Colon & San Francisco		61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	19,600	51 1/2	Mar. 11	67 1/2	Jan. 7	50 1/2	
Peoria Decatur & Evansville		138 1/2	138 1/2	138 1/2	138 1/2	138 1/2	138 1/2	80	130	June 27	139	Sept. 9	127 1/2	
Philadelphia & Reading		142 1/2	142 1/2	142 1/2	142 1/2	142 1/2	142 1/2	137 1/2	137 1/2	June 20	143 1/2	Nov. 2	130 1/2	
Pittsburg Ft. Wayne & Chic.		34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	419	57	Oct. 12	56 1/2	Feb. 7	99 1/2	
Rensselaer & Saratoga		23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	7,550	22 1/2	Oct. 16	36 1/2	Mar. 22	22 1/2	
Richmond & Danville		44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	1,400	20 1/2	Mar. 8	50	Sept. 14	39 1/2	
Richmond & West Point		85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	500	55	Apr. 20	92	Jan. 16	85 1/2	
Rochester & Pittsburgh		38 1/2	38 1/2	38 1/2	38 1/2	38 1/2	38 1/2	300	33 1/2	June 13	46 1/2	Jan. 25	29 1/2	
St. Louis Alton & Terre Haute		57 1/2	57 1/2	57 1/2	57 1/2	57 1/2	57 1/2	1,100	63 1/2	Mar. 8	66 1/2	Jan. 26	55 1/2	
Do		1st pref.	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2	100	26	Feb. 15	39	Jan. 18	26 1/2	
St. Paul & Duluth		34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	35 1/2	36	Jan. 19	38 1/2	Jan. 18	32 1/2	
Do		1st pref.	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	300	68	Jan. 19	96	Sept. 21	70 1/2	
St. Paul Minneapolis & Manitoba		151 1/2	151 1/2	151 1/2	151 1/2	151 1/2	151 1/2	18,129	108 1/2	Jan. 26	166 1/2	Sept. 12	88 1/2	
Texas & Pacific		42 1/2	42 1/2	42 1/2	42 1/2	42 1/2	42 1/2	113 1/2	42 1/2	Feb. 1	46 1/2	Jan. 2	39 1/2	
Toledo Delphos & Burlington		12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	100	10 1/2	Feb. 15	19	Jan. 21	15 1/2	
Union Pacific		106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	101,080	104 1/2	Oct. 5	119 1/2	Jan. 16	105 1/2	
Wabash St. Louis & Pacific		31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	19,475	25 1/2	June 10	39 1/2	Jan. 2	33 1/2	
Do		1st pref.	57 1/2	57 1/2	57 1/2	57 1/2	57 1/2	130,975	45 1/2	June 9	71 1/2	Jan. 14	64 1/2	
MISCELLANEOUS.														
American District Telegraph		70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	865	61	Jan. 28	60	Feb. 11	31 1/2	
American Tel. & Cable Co.		40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	2,500	40	Feb. 4	74	Sept. 20	67 1/2	
Contractors Local Improvement		112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	4,335	102 1/2	Mar. 13	119 1/2	Aug. 17	89 1/2	
DeWaver & Hudson Canal		25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	5,810	20	Oct.				

* These are the prices bid and asked—no sale was made at the Board.

† Ex-privilege.

RAILROAD EARNINGS.

Roads.	Week or Mo.	Latest Earnings Reported.		Jan. 1 to Latest Date.	
		1882.	1881.	1882.	1881.
Ala. Gt. Southern	Septemb'r.	77,793	70,326	575,174	513,343
Atch. Top. & S. F.	Septemb'r.	1,302,535	1,155,869	10,412,198	8,559,318
Balt. Cl. F. & N. B.	August.	47,882	45,915		
Holt. & Ohio.	Septemb'r.	1,759,291	1,612,634		
Buff. Pittsb. & W.	Septemb'r.	91,000	65,000	618,302	430,815
Burr. C. R. & N. W.	3d wk Oct.	72,053	47,586	2,171,092	1,732,063
Cal. & S. L.	3d wk Oct.	8,244	8,268	291,457	329,595
Cent. Br. Un. Pac.	3d wk Oct.	25,293	18,147	704,572	779,590
Central Pacific	Septemb'r.	2,474,000	2,185,308	18,983,619	17,063,092
Chas. Col. & Aug.	3d wk Oct.	117,936	111,058		
Chesap. & Ohio.	3 wks Oct.	250,163	263,708	2,679,741	2,194,927
Chicago & Alton	3d wk Oct.	199,233	188,104	6,481,551	6,036,531
Chic. Bur. & Q.	August.	2,086,838	1,773,945	12,867,479	13,160,850
Chic. & East. Ill.	3d wk Oct.	46,349	37,719	1,430,112	1,307,442
Chic. & Gr. Trunk	Wk. Oct. 21	52,440	39,693	1,285,029	1,205,249
Chic. Mil. & St. P.	4th wk Oct.	707,000	508,166	16,351,000	13,911,560
Chic. & Northw.	4d wk Oct.	587,900	521,800	18,979,319	17,217,456
Ch. St. P. Min. & O.	4th wk Oct.	197,987	126,359	4,079,869	3,196,244
Chic. & W. Mich.	2 wks Oct.	62,565	59,518		
Ch. Ind. St. L. & C.	3 wks Sept.	168,285	158,346	1,828,859	1,681,960
Cincinnati South	Septemb'r.	243,252	239,941	1,851,226	1,662,127
Clev. Akron & Col.	3d wk Oct.	12,010	8,539	391,891	327,348
Columb. & Green.	3d wk Oct.	120,771	116,307		
Col. Hock. V. & T.	3d wk Oct.	62,571	57,606	2,290,159	1,878,476
Connott & Val.	2d wk Oct.	4,074			
Den. & Rio Gr.	4th wk Oct.	205,456	200,107	5,402,632	4,806,705
Dens. M. & Ft. D.	3d wk Oct.	8,564	8,609	277,924	320,106
Det. Lau. & No.	3d wk Oct.	34,033	26,778		
Dub. & Sioux C.	3d wk Oct.	28,298	24,874	920,551	895,078
Eastern.	Septemb'r.	315,940	323,533		
F. Tenn. Va. & G.	3 wks Oct.	257,826	210,124		
Ediz. Lex. & B. S.	Septemb'r.	57,351		368,752	
Europ'n & N. H.	July.	47,023	38,800	303,936	263,035
Evansv. & T. A.	Septemb'r.	75,315	7,088		
Flint & P. Marq.	2d wk Oct.	41,386	37,256	1,636,427	1,428,350
Ft. W. & Denver	October.	28,287			
Gal. Har. & San A.	Aug. & Sept.	304,581	247,972		
Grand Trunk	3d wk Oct.	368,155	337,812	8,296,940	8,097,887
Gr. Bay W. & S.	3d wk Oct.	5,405			
Gulf. Col. & San F.	23d wk Oct.	161,965	92,671	1,904,429	753,814
Hannibal & St. Jo.	3d wk Oct.	54,324	51,058	1,738,874	1,797,549
Hous. E. & W. Tex.	Septemb'r.	22,141	15,078	191,285	106,784
Illinois Cent. (Ill.)	Septemb'r.	613,494	610,411	5,133,141	4,932,110
Do (Iowa)	Septemb'r.	184,744	182,437	1,367,703	1,338,327
Ind. Bloom. & W.	3d wk Oct.	72,091	52,952	2,102,055	2,016,931
Iat. & Gt. North.	3d wk Oct.	57,757	70,787	2,415,166	2,082,928
Iowa Central.	Septemb'r.	118,821	99,946	818,132	679,876
K. C. P. St. & G.	2d wk Oct.	35,821	34,105		
L. Erie & West'n	3d wk Oct.	30,830	23,748	1,199,607	1,124,402
L. R. & Ft. Smith	Septemb'r.	41,522	44,348		
L. Rk. M. Riv. & T.	Septemb'r.	25,400	23,600		
Long Island.	4th wk Oct.	45,225	36,491	1,972,377	1,696,511
Louisv. & Nashv.	3d wk Oct.	273,300	226,810	10,161,531	8,818,710
Louis. N. A. & O.	Septemb'r.	143,800	98,000		
Mar. Hous. & C.	3d wk Oct.	30,457	25,489	1,035,643	770,639
Mexican Cent.	2d wk Oct.	28,835		728,183	
Do So. Div.	2d wk Oct.	7,813			
Mil. L. Sh. & West	3d wk Oct.	19,225	16,083	703,895	489,915
Minn. & St. Louis	1st wk Aug.	27,607	25,365		
Mo. Kan. & Tex.	3d wk Oct.	147,226	135,769	4,822,696	4,219,705
Missouri Pacific	3d wk Oct.	194,777	134,821	6,229,245	5,311,632
Mobile & Ohio.	October.	126,501	256,921	1,511,025	1,881,422
Metrop. & E.	October.	220,082	223,027	2,269,527	2,069,477
N. Y. Elevated.	October.	318,737	273,403	2,405,126	
Nashv. Ch. & St. L.	Septemb'r.	169,006	179,970	1,539,040	
N. Y. & N. Eng'd	3d wk Oct.	89,976	70,952	2,768,720	2,259,034
N. Y. P. & O.	August.	403,983	462,233	3,580,997	3,623,303
Norfolk & West.	Septemb'r.	232,774	221,438	1,071,427	1,586,061
Northern Cent.	Septemb'r.	592,433	429,561	4,421,277	4,030,251
Northern Pacific	3d wk Oct.	196,636	181,861	5,178,413	3,056,516
Ohio Central.	3d wk Oct.	25,919	18,011	821,018	509,523
Ohio Southern.	3d wk Oct.	9,926	6,977	293,447	
Oregon Imp. Co.	August.	27,127		2,032,474	
Oregon R. & N. Co.	Septemb'r.	55,000	461,812	3,706,600	3,101,879
Oregon & Cal.	Septemb'r.	125,730			
Pennsylvania	Septemb'r.	1,417,692	3,735,006	35,888,778	32,879,241
Peoria Dec. & W.	3d wk Oct.	12,897	13,317	632,153	518,936
Philadelp. & Erie	Septemb'r.	346,455	276,522	2,900,154	2,593,667
Phila. & Reading	Septemb'r.	2,019,017	1,945,874	15,532,965	14,919,675
Do Coal & Ir.	Septemb'r.	1,469,315	1,410,337	9,779,247	9,791,689
Blchm. & Dau.	3d wk Oct.	194,000	160,900	2,788,350	2,628,938
St. L. Alt. & T. H.	3d wk Oct.	31,318	30,391	1,083,581	1,181,839
Do (Brebs).	3d wk Oct.	20,470	13,960	685,590	501,912
St. L. Ft. S. & W.	1st wk Aug.	5,094		127,784	
St. L. Iron Mt. & S.	3d wk Oct.	172,681	161,249	5,680,125	5,717,841
St. L. & San Fran.	3d wk Oct.	82,833	70,816	2,795,344	2,490,586
St. Paul & Dul.	3d wk Oct.	55,639	17,003	814,515	556,127
St. P. Minn. & M.	3d wk Oct.	221,187	116,551	6,763,984	3,857,491
Relato Valley.	3d wk Oct.	12,614	11,586	499,527	314,925
So. Pac. Cal. & W.	July.	131,570		664,478	
Do So. Div.	July.	287,338		2,270,641	
So. Pac. of Ar.	July.	284,426		1,693,705	
So. Pac. of N. M.	July.	12,908		105,489	
South Carolina	Septemb'r.	121,380	115,700	817,967	815,623
Texas & Pacific	3d wk Oct.	109,061	77,047	3,785,416	3,029,054
Tol. Del. & B. M.	3d wk Oct.	22,443	17,668	721,028	519,767
Union Pacific	August.	3,158,337	3,163,536	4,263,556	22,142,516
Utah Central.	August.	1,200,877		1,011,000	
Vicksburg & Mer.	Septemb'r.	81,895	43,309	307,024	
Va. Midland.	3 wks Oct.	467,327	135,521	1,085,356	1,011,406
Wab. St. L. & Pac.	3d wk Oct.	416,000	324,000	13,429,518	11,422,728
West Jersey.	Septemb'r.	105,582	102,946	881,955	789,875
Wisconsin Cent.	3 wks Oct.	54,477	39,433		

* Includes Great Western Road since October. † Free-gut earnings.
 § Northern Division. || Included in Central Pacific earnings above.

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Receipts.	Payments.	Balances.	
		Coin.	Currency.
Oct. 23.	1,097,609 18	983,631 60	98,293,446 77
" 30.	2,156,426 18	1,491,715 01	98,937,129 81
" 31.	2,019,546 93	1,811,779 35	100,131,352 71
Nov. 1.	1,014,941 12	1,159,180 39	99,932,089 01
" 2.	1,714,990 29	1,753,561 57	99,457,443 13
" 3.	1,254,902 11	1,263,253 09	99,456,511 69
Total.	9,253,230 04	7,716,171 24	4,396,033 39

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Oct. 23:

Banks.	Capital.	Average amount of			
		Loans and discounts.	Specie.	Legal tenders.	Net deposits other than U. S.
New York.	2,000,000	8,512,000	1,310,000	553,000	4,403,000
Manhattan Co.	2,000,000	7,044,000	535,000	85,000	5,339,000
Chemical Bank	2,000,000	7,241,000	716,800	185,000	5,348,000
Mechanics.	2,000,000	7,533,000	83,000	920,000	5,433,000
Union.	1,200,000	4,408,000	634,700	265,500	3,451,300
America.	3,000,000	4,840,700	614,000	53,800	5,371,300
City.	1,000,000	3,154,000	761,000	43,000	2,511,000
Tradesmen's.	1,000,000	2,514,000	1,073,800	377,000	2,079,800
Fulton.	800,000	1,581,700	251,633	65,000	1,485,800
Cheney.	800,000	1,581,700	331,600	129,400	1,298,100
Merchants' Exch.	1,000,000	3,227,400	3,800,700	614,500	14,514,000
Gallatin Nat'l.	1,000,000	4,053,100	446,400	171,700	2,045,000
Bullfinch & D'or.	300,000	1,324,000	222,600	171,800	1,514,000
Mechanics' & Tr.	200,000	1,000,000	160,000	97,000	1,520,000
Greenwich.	200,000	1,163,300	18,000	18,000	1,127,300
Leather Man'frs'	800,000	3,060,000	314,700	248,500	2,255,800
Seventh Ward.	300,000	1,160,500	210,200	62,800	1,167,400
State of N. Y.	800,000	3,574,000	67,000	163,100	3,389,500
American Exch.	5,000,000	13,188,500	2,057,000	127,800	10,903,000
Commerce.	5,000,000	16,471,300	1,776,300	817,900	9,100,100
Broadway.	1,000,000	5,174,200	850,900	144,800	3,822,000
Peconic.	1,000,000	6,089,600	67,800	623,100	5,332,900
Republic.	425,000	1,496,000	627,000	627,000	2,944,000
Facile.	1,500,000	5,454,200	294,000	209,400	2,811,800
Chatham.	450,000	3,327,700	712,700	301,600	3,012,800
People's.	200,000	1,444,500	192,000	117,000	1,811,800
North Amer.	200,000	1,444,500	192,000	117,000	1,811,800
Hanover.	1,000,000	8,035,600	810,800	91,400	7,254,400
Irving.	500,000	3,178,500	468,800	421,900	3,117,800
Metropolitan.	3,000,000	12,109,000	3,183,000	215,000	9,606,000
Cheney.	300,000	1,000,000	290,300	125,000	1,000,000
Nassau.	500,000	2,384,400	18,000	158,700	2,485,000
Market.	500,000	2,853,100	63,700	144,000	2,605,400
St. Nicholas.	500,000	2,155,800	311,500	63,800	1,831,400
Shoe & Leather.	500,000	2,155,800	311,500	63,800	1,831,400
Corn Exchange.	1,000,000	4,788,500	422,400	227,000	3,749,100
Continental.	1,000,000	5,174,200	1,423,800	158,800	6,229,245
Oriental.	300,000	2,127,500	37,700	49,000	2,010,000
Marine.	200,000	1,130,000	811,700	135,000	1,000,000
Importers' & Tr.	1,500,000	18,861,000	4,588,100	288,700	10,087,700
Park.	2,000,000	15,831,800	4,438,800	529,700	10,484,000
Wall St. Nat'l.	500,000	1,408,400	130,000	115,700	1,811,800
Fourth Nat'l.	200,000	1,130,000	115,700	115,700	1,811,800
East River.	250,000	1,045,700	71,100	108,000	1,098,000
Fourth National.	3,200,000	10,157,700	3,055,800	900,800	15,341,300
Central Nat'l.	2,000,000	7,880,000	1,061,000	1,224,000	8,512,000
Second Nat'l.	200,000	1,130,000	9,000	112,000	1,000,000
Ninth National.	750,000	5,583,800	788,800	421,300	5,15

GENERAL QUOTATIONS OF STOCKS AND BONDS.

Quotations in New York represent the par value, whatever the par may be; other quotations are frequently made per share. The following abbreviations are often used, viz: "M." for mortgage; "g." for gold; "g.d." for guaranteed; "end." for endorsed; "cons." for consolidated; "conv." for convertible; "s. l." for sinking fund; "l. g." for land grant. Quotations in New York are to Thursday; from other cities, to late mail dates.

Subscribers will confer a favor by giving notice of any error discovered in these Quotations.

UNITED STATES BONDS.				CITY SECURITIES.				CITY SECURITIES.				
		Bid.	Ask.			Bid.	Ask.			Bid.	Ask.	
UNITED STATES BONDS.												
5s, 1881, continued at 3 1/2, reg.	Q-F	101 1/2		Vermont—6s, 1890.	J & D	113	115	Haverhill, Mass.—6s, '85-'89.	A & O	105	109	
4 1/2s, 1891.	reg.	Q-M	112 1/2	Virginia—6s, old, 1886-'95.	J & J	35		Houston, Tex.—10s.		30	40	
4 1/2s, 1891.	coup.	Q-M	113 1/2	6s, new bonds, 1886-1895.	J & J	35		6s, funded.		30	40	
4 1/2s, 1891.	reg.	Q-M	119 3/4	6s, consol., 1905.	J & J	81		Indianapolis, Ind.—7-30s, '93-'99.	J & J	106	108	
4 1/2s, 1907.	reg.	Q-M	119 3/4	6s, do ex-coup., 1905.	J & J	59	60 1/2	Jersey City—6s, water, long, 1895.		106	108	
4 1/2s, 1907.	coup.	Q-M	119 3/4	6s, consol., 2d series.	J & J	50		7s, water, 1899-1902.	J & J	112	115	
3s, option U. S.	reg.	Q-F	102 3/4	6s, deferred bonds.		12	14	7s, improvement, 1891-'94.	Var.	107	110	
6s, Currency, 1895.	reg.	J&J	129	10-40s, new.				7s, Bergen, long.	J & J	107	108	
6s, Currency, 1896.	reg.	J&J	130	Tax-receivable coupons.				Hudson County, 6s.	A & O	105	106	
6s, Currency, 1897.	reg.	J&J	130	CITY SECURITIES.				do	7s, M&S and J&D	106	107	
6s, Currency, 1898.	reg.	J&J	130	Albany, N. Y.—6s, long.	Various	108		Bayonne City, 7s, long.	J&J	109	110	
6s, Currency, 1899.	reg.	J&J	130	7s long.		123		Lawrence, Mass.—6s, 1894.	A & O	120	121	
STATE SECURITIES.				Allegheny, Pa.—5s, ep., '83-'97.	Var.	100	103	6s, 1900.	A & O	123	125	
Alabama—Class "A," 3 to 5, 1906.		82		4 1/2s, coup., 1883-1901.	Var.	100	100	Long Island City, N. Y.—Water, 7s, '95.		118	125	
do small.		82		4s, coup., 1901.	Var.	100	102	Louisville, Ky.—7s, long dates.	Var.	110	110	
Class "B," 5s, 1906.		103 1/2		Allegheny Co., 5s, ep., 1913.	J&J	106	107	6s, short.	Var.	101	107	
Class "C," 4s, 1906.		83		4s, riot loan, 5-10s.		100	102	Lowell, Mass.—6s, 1890, W. L. M&N		114	115	
10-20, 1900.	J & J	100		4s, do 10-20.		100	102	Lynchburg, Va.—6s.	J & J	107 1/2		
Arkansas—6s, funded, 1893.	J & J	27	32 1/2	5s, do 5-10s.		103	101	do	J & J	123		
7s, L. R. & Ft. S. issue, 1900.	A & O	20		5s, do 10-20s.		103	106	Lynn, Mass.—6s, 1887.	F&A	108	109	
7s, Memphis & L. R., 1899.	A & O	20		Atlanta, Ga.—7s.		105	110	Water loan, 6s, 1894-'96.	J&J	120	121	
7s, L. R. P. & N. O., 1900.	A & O	20		Do. 8s.		110	113	5s, 1882.	M&N			
7s, Miss. O. & R. Riv., 1900.	A & O	20		Waterworks.		110		Macon, Ga.—7s.		98	102	
7s, Ark. Central R.R., 1900.	A & O	9		Angusta, Me.—6s, 1887, mun. F&A		103	107	Manchester, N.H.—5s, 1883-'85.	J&J	101	103	
7s, Levee of 1871, 1900.	J & J	4	10	Augusta, Ga.—7s.	Various	107		6s, 1894.	J&J			
California—6s, 1874.				Austin, Texas—10s.		110	115	6s, 1902.	J&J			
Connecticut—6s, 1883-4-5.		102		Baltimore—6s, City Hall, 1884	Q-J	104	108	4s, 1911.		102 1/2	103 1/2	
Delaware—6s.	J&J			6s, Pitts. & Con'v. R.R., 1886.	J&J	108	109	Memphis, Tenn.—6s, C.	J&J	37	45	
Dist. Col.—Cons. 3-5s, 1924, ep. F&A		109 3/4		6s, consol., 1890.	Q-J	115 1/2		6s, A & B.	J&J			
Consol. 3-6s, 1924, reg.				6s, Balt. & O. loan, 1890.	Q-M	114 1/2		6s, gold fund, 1900.	M & N			
Funding 5s, 1899.	J&J			6s, Balt. 1890.	Q-M	114 1/2		6s, end. M. & C. R.R.				
do small.	J&J			6s, bounty, 1893.	M & S	119		6s, consols.	J&J	50		
do registered.	J&J			6s, do exempt, 1893.	M & S	122		Milwaukee, Wis.—5s, 1891.	J & D	95	100	
Perm. Imp. 6s, guar., 1891.	J&J			5s, funding, 1894.	M&N	111	115 1/2	6s, 1890-1901.	Var.	110		
Perm. Imp. 7s, 1891.	J&J			6s, 1900.	J&J	124	127	7s, water, 1902.	J&J	112		
Wash.—Fund. loan (Consol.) 6s, g. '92		116 7/8		6s, West. Md. R.R., 1902.	J&J	126	131	Mobile, Ala.—3-4-5s, funded.	M&N	45	50	
Fund. loan (Leg.) 6s, g. 1902	Var.	123 1/2		5s, consol., 1885.	Q-J	103	0	Montgomery, Ala.—New 3s.	J & J	60	70	
Market stock, 7s, 1892.		121 1/2		6s, Valley R.R., 1886.	A & O	103	0	3s, new.		75		
Water stock, 7s, 1901.		130		5s, new 1916.	M&N	121	125 1/2	Nashville, Tenn.—6s, old.		105	110	
do		131		Bangor, Me.—6s, R.R., 1890-'91.	Var.	112	114	Newark—6s, long.	Var.	117		
Florida—Consol. gold 6s.	J & J	100	110	6s, water, 1903.	J&J	119	121	7s, long.	Var.	112	115	
Georgia—6s, 1886.	F & A	104		6s, E. & N. A. Railroad, 1891.	J&J	114	116	7s, water, long.	Var.	115	118	
7s, new bonds, 1886.	J & J	106		6s, B. & Piscataquis R.R., '93.	A & O	114 1/2		New Bedford, Mass.—6s, 1900.	A & O	130	133	
7s, endorsed, 1886.		106		Bath, Me.—6s, railroad aid.	Var.	101	102	5s, 1900, Water Loan.	A & O	113	115	
7s, gold bonds, 1890.	Q-J	113		5s, 1897, municipal.		101	101 1/2	N. Brunswick, N. J.—7s, various.	J	103	109	
8s, '76-'86.	A & O			Belfast, Me.—6s, railroad aid.	'98.	100	101	New Orleans, La.—Premium bonds.		79	82	
Kansas—7s, long.	J&J	115		Boston, Mass.—6s, cur. long, 1905	Var.	127	127 1/2	Consolidated 6s, 1892.	Var.	91	98	
Louisiana—New con. 7s, 1914.	J&J	70		6s, currency, 1894.	Var.	120	121	Newport—Water bonds 7-30s.		115 1/2	116 1/2	
7s, small bonds.		63		5s, gold, 1905.	Var.	120	121	N.Y. City—5s, water stock, '90.	Q-F	103	109	
6s, matured coupon.		61		6s, currency, 1899.	J&J	106 1/2	07 1/2	6s, do.	1883-90.	Q-F	104	115
Maine—4s, 1883.	F&A	101	102	Brooklyn, N.Y.—7s, '82-'83.	J & J	103	103	6s, aqueduct stock, '81-1911.	Q-F	103	120	
War debts assumed, 6s, '89.	A & O	114 1/2	114 1/2	7s, 1883-'95.	J & J	105	130	7s, pipes and mains, 1900.	M & N	123	130	
War loan, 6s, Mar. 1, 1883.	M&S	100 1/2		7s, Park, 1915-18.	J & J	140	145	6s, reservoir bonds, 1897-'11.	Q-F	120	123	
Maryland—6s, defense, 1883.	J&J	101	101 1/2	7s, Water, 1903.	J & J	137	140	5s, Cent. Park bonds, 1893.	Q-F	112	113	
6s, exempt, 1887.	J&J	108	111 1/2	7s, Bridge, 1915.	J & J	140	143	6s, do.	1895.	Q-F	118	119
6s, Hospital, 1882-'87.	J&J	105	110	6s, Water, 1899-1909.	J & J	124	127	7s, dock bonds, 1901.	M & N	123	130	
6s, 1890.	Q-J	102		6s, Park, 1900-1924.	J & J	133	135	6s, do.	1905.	M & N	122	123
6s, 1880-'90.	Q-J	100	107	King's Co., 7s, 1882-'89.	M&S	102	114	7s, market stock, 1894-'97.	M & N	126	127	
Massachusetts—5s, 1883, gold.	J&J	100 1/2	101	6s, 6s, 1882-'86.	M&N	101	110	6s, improv't stock, 1899.	M & N	107	108	
5s, gold, 1890.	A & O	106 1/2	107 1/2	Buffalo, N. Y.—7s, 1895.	Var.	110		7s, do.	1890.	M & N	114	116
5s, gold, 1894-1895.	Var.	114 1/2		7s, water, long.	Var.	116		6s, gold, cons. bonds, 1901.	M&N	123	125	
5s, g. sterling, 1891.	J&J			6s, Park, 1926.	M&S	107		6s, street impr. stock, 1888.	M & N	103	110	
do do 1894.	M&N			Cumbridge, Mass.—5s, 1880.	A & O	106	107	7s, do.	1882.	M & N	101	107
do do 1888.	A & O			6s, 1891-96, water loan.	J&J	120	121	6s, gold, new consol., 1893.		121	122	
Michigan—6s, 1883.	J & J	117		6s, 1901, city bonds.	J&J	127	128	7s, Westchester Co., 1891.		109	110	
7s, 1890.	M&S	117		Charleson, S. C.—6s, st. R. 7-6s.	M & J	107		Newton—6s, 1905, water loan.	J&J	130	132	
Minnesota—New 4 1/2s.		95		7s, fire loan bonds, 1890.	J & J	30		5s, 1905, water loan.	J&J	114	116	
Missouri—6s, 1886.	J & J	108		7s, non-tax bonds.		105		Norfolk, Va.—6s, re. stock, 78-'85.	J&J	103	108	
Funding bonds, 1894-95.	J & J	118		4s, non-taxable.		77 1/2		8s, coup., 1890-93.		107	110	
Long bonds, '89-90.	J & J	111 1/2		Chelsea, Mass.—6s, '97, water.	F&A	120	122	8s, water, 1901.	M & N	131		
Asylum or University, 1892.	J & J	116		Chicago, Ill.—7s, water bonds, 1892.		119		Norwich, Ct.—5s, 1907.	A & O	113 1/2	115	
Hannibal & St. Jo., 1886.	J & J	109		7s, water bonds, 1895.		123		7s, 1905.	J&J	123	140	
do do 1887.	J & J	108		7s, city bonds, 1895.		119		Orange, N. J.—7s, long.		117	120	
N. Hampshire—6s, 1892.	J & J	110	110	7s, city bonds, 1900.		123		Oswego, N. Y.—7s, 1887-'89.		102		
War loan, 6s, 1892-1893.	J & J	118	120	4 1/2s, city bonds, 1900.		120		Paterson, N. J.—7s, long.	Var.	120	122	
War loan, 6s, 1901-1905.	J & J	124	125	Cook Co., 7s, 1892.		119		6s, long.		112	114	
War loan, 6s, 1884.	M&S	103 1/2	104	Cook Co., 5s, 1893.		108		6s, long.		107	109	
New Jersey—6s, 1897-1902.	J&J			Cook Co., 4 1/2s, 1900.		106		Petersburg, Va.—6s.	J&J	116		
6s, exempt, 1896.	J&J			West Chicago 5s, 1890.		103 1/2	101 1/2	8s, special tax.		118		
New York—6s, gold, r. g., '87.	J&J	103		Lincoln Park 7s, 1895.		106	103 1/2	Philadelphia, Pa.—5s, reg.	J&J			
6s, gold, coup., 1887.	J & J	103		West Park 7s, 1891.		112 1/2	114	6s, old, reg.	J&J			
6s, gold, 1888.	J & J	107 1/2		South Park 6s, 1893.		103	107	6s, new, reg., due 1895 & over.	J&J	133 1/2	134	
6s, gold, 1891.	J & J	118		Cincinnati, O.—6s, long.	Var.			4s, new.		113 1/2	114	
6s, gold, 1892.	A & O	119		6s, short.	Var.			Pittsburg, Pa.—4s, coup., 1913.	J&J	103	107	
6s, gold, 1893.	A & O	120		7-30s, 1902.		131 1/2	132	5s, reg. and coup., 1913.	J&J	103	107	
No. Carolina—6s, old, 1886-'98.	J&J	30	32	7s, coupon.	J&J			6s, gold, reg.		116	117	
6s, old.	A & O	30	32	7 3/10s, R.C., var. M&N		105	105 1/2	7s, water, reg. & ep., '93-'98.	A & O	120	125	
6s, N. C. R.R., 1883-5.	J & J	155		4s.	J&J	105	105 1/2	7s, street imp., reg. '83-'86.	Var.	101	106	
6s, do.	A & O	155		Southern R.R. 7-30s, 1902.	J&J	131	131	Portland, Me.—6s, Mun., 1895.	Var.	113	120	
6s, do coup. off.	J & J	130		do 7-30s, 1905.		130	131	6s, railroad aid, 1907.	M&S	121 1/2	121 1/2	
6s, do coup. off.	A & O	130		do 6s, g. 1903.	M&N	119	121	Portsmouth, N.H.—6s, '93, R.R. J&J		115	115 1/2	
6s, Funding act of 1896, 1900.	J&J	10	15	do Our. 6s, 1903.	F&A	119	121	Poughkeepsie, N. Y.—7s.		120		

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.			Bid.	Ask.	RAILROAD BONDS.			Bid.	Ask.	RAILROAD BONDS.			Bid.	Ask.				
St. Paul, Minn.—(Continued)—					Cent. Pacific—1st, 6s, g, '95-98 J&J					114½	101	Cin. Sand'ky & Cl.—6s, 1900...F&A					101½	101½
5s, 1889-96...	115	120			State Aid, 7s, g, 1884...	108				108		Consol. mort., 7s, 1890...					101½	104
Salem, Mass.—6s, long, W. L. A. O.	124	126			S. Joaquin, 1st M. 6s, g, 1900 A&O					106		Cin. & Pac.—7s, C.C. & L. 1, 1901 A&O					104	104½
5s, 1904, W. L. ...J&J	114	115			Cal. & Oregon, 1st, 6s, g, '88 J&J					106		7s, guar., L.S. & M.S., 1901 A&O						
San Francisco—7s, g, City & Co. Var.	104				Cal. & Or. C.P. Bonds, 6s, g, '92 J&J	107	109			109		Clev. Col. C. & L.—1st, 7s, '99 M&N					123	
San Francisco funded 5s, consols.	80	84			Land grant M., 6s, g, 1890 A&O	103½	104½			104½		Consol. mort., 7s, 1914...J&D					121	123
Somerville, Mass.—5s, 1895 A&O	111	113			West. Pacif., 1st, 6s, g, '99 J&J	112½	114			114		Bellef. & Ind. M., 7s, 1899...J&J					113	
6s, 1885...J&J	1005	1008			Charl'te Col. & A.—Cons., 7s, '95 J&J	107½				100		Clev. & Pitts.—4th M., 6s, 1892 J&J					110½	114
6s, 1884...A&O	1105	1106			2d mort., 7s, 1910...J&J	115				105		Cort. & W. R., 7s, 1900...M&N						126
Springfield, Mass.—6s, 1905 A&O	1130	1132			Chenaw. & Darl.—1st M., 8s, '88 A&O	103				113		Clev. & M. Val.—1st, 7s, g, '93 F&A					111½	118
Water loan—7s, 1903...A&O	137	140			2d mort., 7s...J&J	115				105		Columbia & Green.—1st, 6s, 1916					100½	101
Toledo, O.—7-30s, R.R., 1900 M. & N					Ches. & Ohio—Pur. money fd., 1898	105				104½		2d mort., 6s, 1926...					81	
8s, 1895...Var.	1116				Series A, 1903...	104½				87½	87½	C.C. & I.C.—1st cons., 7s, 1908 A&O					120½	
8s, water, 1893 & '94...Var.	1116				6s, gold, series B, int. def. 1908...	54	55½			54	55½	2d mort., 7s, 1909...F&A						
Washington, D.C.—See Dist. of Col.					6s, currency, int. deferred 1918...	6s, 1911...A&O				1097½	1018	Trust Co. cert., 1st, ass'd...						
Wilmingon, N.C.—6s...	95				Cheshire—6s, 1896-98...J&J	119	122			116	118	Income 7s, 1890...F&A					40	50
8s, gold, con. on...	105				Chic. & Alton 1st M., 7s, '93 J&J	116				112	114	Reorganization Trust Co. cert.						
Worcester, Mass.—6s, 1892 A&O	111	116			Sterling mort., 6s, g, 1903 J&J							Chic. & Gt. East., 1st, 7s, 93-95...					100	
5s, 1905...A&O	104	106			Income, 7s, 1883...A&O							Col. & Ind. C., 1st M., 7s, 1904 J&J					115	
4s, 1905...A&O	104	106			Bds. Kan. C. line, 6s, g, 1903 M&N	112						do 2d M., 7s, 1904 M&N					109	114
Yonkers, N.Y.—Water, 1903...					Miss. Riv. Bridge, 1st, s.f., 6s, 1912							Un. & Logansp., 1st, 7s, 1905 A&O					113	116
RAILROAD BONDS.					Joliet & Chic., 1st M., 8s, '82 J&J							T. Loganap. & B., 7s, 1884...F&A					100	103
Ala. Cent.—1st M., 6s, 1918...J&J	96	103			Louis & Mo. R., 1st, 7s, 1900 F&A							Cin. & Chic. A. L., 1886-90...					100	
Income 6s, 1918...J&J		70			do 2d, 7s, 1900 M&N							Col. Hoos. Val. & M., 7s, 1904 J&J					107	113
Ala. Gt. Southern—1st mort., 1908	107	109			St. L. Jack. & C., 1st, 7s, '91 J&J	116						Col. & Hoos. Y.—1st M., 7s, 1904 J&J					108	118
Abby & Susq.—1st M., 7s, '88 J&J	105	107			do 2d guar. (564) 7s, 91 A&O							do 2d M., 7s, 1892 J&J					1108	
2d mortgage, 7s, 1885...A&O	105	106			do 2d M. (360) 7s, '98 J&J							Col. & Toledo—1st mort. bonds...					116	120
Consol. mort., 7s, 1906, guar. A&O	120				do 2d guar. (188) 7s, '98 J&J							do 2d mort...					109	114
Allegheny Cent.—1st M., 6s, 1922...					Chic. R. & Q.—1st, S.F., 8s, '83 J&J	102½	104					Col. Springf. & C.—1st, 7s, 1901 M&S						
Incomes, 1912...					Consol. mort., 7s, 1903...J&J	128½	129					Col. & Xenia—1st M., 7s, 1890 M&N					108	
Allegh. Val.—Gen. M., 7-10s J&J	122				Bonds, 5s, 1895...J&D							Conn. & Passump.—M., 7s, '93 A&O					115	115½
East. exten. M., 7s, 1910...A&O	118				5s, 1901...A&O	102½						Massawippi, g, 6s, gold, '89 J&J					101	
Income, 7s, end., 1894...A&O	48	50			5s, 1910, Iowa Div...A&O	101½						Conn. Val.—1st M., 7s, 1901 J&J					85	95
Atch'n & Neb., 1st, 7s, 1907...M&S	117				4s, 1910, do...A&O	84	88					Conn. West.—1st M., 7s, 1900 J&J					30	35
Atch. & Pike's Peak—1st, 6s, g, M&N	100	105			Bur. & Mo. R., 1st M., 7s, '93 A&O	83	85					Connecting (Phila.)—1st, 6s...M&S					116	
Atch. Top. & S.E.—1st, 7s, g, '99 J&J	119½	120			do Conv. 8s, '94 ser. J&J							Cumberl. Val.—1st M., 8s, 1904 A&O						
Land grant, 7s, g, 1902...A&O	113	113½			Bur. & Mo. (Neb.), 1st, 6s, 1918 J&J							Dakota Southern—7s, gold, '94 F&A					195	100
2d mort., 7s, g, 1903, conv. A&O					do Cons. 6s, non-ex. J&J							Danby & Norwalk—7s, '80-92 J&J						
Land Income, 8s...J&J	100	101			do 4s, (Neb.), 1910 J&J							Dayton & Mich.—Consol. 5s...J&J					102	103
Guaranteed 7s, 1909 J&J A&O	113½	114			do 5s, 1910, Iowa Div...A&O							2d mort., 7s, 1888, now 2d A&O					107	
5s, 1909 (1st mort.)...J&J	97½	98			do Om. & W., 1st, 8s, 1901 J&J							Dayt. & West.—1st M., 6s, 1905 J&J					110	111
5s, plain bonds, 1920...A&O	105½	106			Dixon Poo. & H., 1st, 8s, 1889 J&J							1st mort., 7s, 1905...J&J					1116	118
4s, 1920...A&O	104	105			Ott. Osw. & Fox R., 8s, 1900 J&J							Delaware—Consol., 6s, guar., '95 J&J						
Florence & El Dor., 1st, 7s, A&O	107	108			Quincy & Warsw., 1st, 8s, '90 J&J							Del. & Bound B'k.—1st, 7s, 1905 F&A					125	
K.C. Topeka & W., 1st M., 7s, g, J&J	118	119			Chic. & Can. So.—1st, 7s, 1902 A&C	35	40					Del. Lack. & W.—Conv. 7s, 1892 J&D						
do Income 7s A&O	105	106			Chic. & Eub. & Minn.—7s, 1910 J&J	106½	107					1st mort., 7s, 1907...M&S						
N. Mex. & So. Pac., 1st, 7s, 1909 A&O	114	114½			Chic. & East Ill.—1st mort. 6s, 1907	95	100					Den. & Rio G.—1st, 7s, g, 1900 M&N					109½	110
Pleasant Hill & De Soto, 1st, 7s, 1907	107½	108			Income bonds, 1907...							1st consol. mort., 7s, 1910 J&J					93	95
Pueblo & Ark. V., 1st, 7s, g, 1903	114	114½			Chic. & Gt. Trunk—1st mort., 1900	99	101					Den. & R. G. West.—Bonds...					67	68½
Wichita & W., 1st, 7s, g, 1904, 1902	107	107½			Chic. & Iowa—2d M., 8s, 1901 J&J	100						Den. & S. P. & Pac.—1st, 7s, 1905 M&N					97½	99
Atlanta & Charlotte Air L.—1st, 7s	107	107½			Chic. & Pa. & Neb.—2d M., 5s, 1883...	100	101					Des M. & Ft. D.—1st, 6s, 1905 J&J					100	
Income, 6s...J&J	80				Chic. & Mich. L.S.—1st, 8s, '89 M&S...	112½	113½					1st inc., 6s, 1905...					74	
Atlantic & Pac.—1st 6s, 1910 J&J	97½	97			Chic. Mil. & St. Paul...							Detroit & Bay C.—1st, 8s, 1902 M&N					160	
Incomes, 1910...J&J	27				Pac. Div., 1st M., 8s, 1898 F&A	133	135					1st mort., 7s, 1905...M&N					114	
Baltimore & Ohio—6s, 1885 A&O	103½	104			P. D., 2d M., 7-3-10s, 1898 F&A	125						Det. G. Haven & Mil.—Equip. 6s, 1918					116	118
Sterling, 5s, 1927...J&D	108	110			St. P. & Chic., 7s, g, 1902 J&J	125						Conn. M., 5s, 1911 S. F., after 6s, 1913					117	118
Sterling, 6s, 1895...M&S	114	116			Mil. & St. P., 2d M., 7s, 1894 A&O	125						Det. L. & North.—1st, 7s, 1907 J&J					117	118
Sterling mort., 6s, g, 1902 M&S	117	119			La. C., 1st M., 7s, 1893 J&J	125						D. & M. & C.—1st, 6s, 1921 A&O					91½	
do 6s, g, 1910 M&N	123	125			I. & M., 1st M., 7s, 1897 J&J	125						Land grant, 3½, S. A. 1911...						
Parkersburg Br., 6s, 1919 A&O	103				I. & Dak., 1st M., 7s, 1899 J&J	125						Income, 1921...						
Balt. & Pot'te—1st, 6s, g, 1911 J&J	114	116			Hast. & Dak., 1st M., 7s, 1910 J&J	125	120					Dub. & Dak.—1st M., 6s, 1919 J&J					99	
1st, tunnel, 6s, g, d, 1911 A&O	114	116			Chic. & Mil., 1st M., 7s, 1903 J&J	126	127					Dubuque & Sioux C.—1st, 7s, '83 J&J					100	
Belvidere Del.—1st, 6s, g, 1902 J&J	120	122			1st mort. consol., 7s, 1905 J&J	125						1st mort., 2d, Div. 1896 J&J					116	119
2d mort., 6s, 1885...M&S	104				1st M., 6s, 1897...J&J	125						Dunk. A. V. & P.—1st, 7s, g, 1890 J&J					100	
3d mort., 6s, 1887...F&A	104				1st M., 5s, La. C. & Dav. 1910 J&J	96						East Penn.—1st M., 7s, 1888 M&S					106	
Boston & Albany—7s, 1892...F&A	124	124½			So. Minn. 1st, 6s, 1910...J&J	105	108½					E. Tenn. Va. & Ga.—1st, 7s, 1900 J&J					114	116
6s, 1895...J&J	114	115			Chic. & Pac. Div., 6s, 1910...	109						1st mort., consol., 5s, 1930 J&J					74	75
Boat. Clint. & F.—1st M., 6s, '84 J&J	101½	102½			do West. Div., 5s, 1921 J&J	92½	92½					Income, 6s, 1931...					42	43
1st M., 7s, 1889-90...J&J	112	114			Mineral Pt. Div., 5s, 1910...J&J							Divisional, 5s, 1930...J&J					92	
B. C. F. & N., 5s, 1910...J&J	103				Chic. & L. Sup. Div., 8s, 1921...	106						E. Tenn. & Va., end. 6s, 1886 J&J					98	103
N. Bedford R.R., 7s, 1894...J&J	120				Chic. & N. W.—Sink'f., 1st, 7s, '85 F&A	106						Eastern, Mass.—6s, g, 1906 M&S					109	109
Equipment, 6s, 1885...F&A	103				Interest mort., 7s, 1883...M&N	100½						Sterling debts, 6s, g, 1906 M&S					104	108
Franklin & Lowell—1st, 5s, '91	91	93																

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.
Hunt. & Br. Top—1st, 78, '90. A&O	104	106	107	Memphis & Charleston—1st consol.	105	107	108	Norfolk & W.—Gen'l M., 68, 1931 M&N	100	102	103
2d mort., 78, g., 1895. F&A	91	92	93	1st cons., Tenn. 189, 78, 1915 J&J	109	109	110	Norfolk & Petersb., 2d, 88, '93 J&J	111	112	113
Cons. 3d M. 58, 1895. F&A	104	106	107	Metrop'n Elev.—1st, 68, 1903 J&J	97	100	101	South Side, Va., 1st, 88, '84, 90 J&J	107	107	107
Middle Div. reg. 58, 1921. J&J	104	106	107	2d 68, 1899. M&N	81	84	85	do 2d M., 68, '84, 90 J&J	100	100	100
Sterling, S. F., 58, g., 1903. A&O	104	106	107	Mexican Central—1st 78	75			do 3d M., 68, 86, 90 J&J	100	100	100
Sterling, gen. M., 68, g., 1895. A&O	112	114	115	Mexican National—1st mort.	52	53		Virginia & Tenn. M., 68, 1884 J&J	101	101	102
Sterling, 58, 1905. J&J	107	109	110	Michigan Central—				Va. & Tenn., 4th M., 88, 1900 J&J	120	120	121
St. Grand Tr.—1st M., 88, '90. A&O	113	113	114	Consol., 78, 1902. M&N	123	124		North Carolina—M., 68.	95		
Ind. Bl. & W.—1st, pf. 78, 1900 J&J	119			1st M. on Air Line, 88, 1890 J&J	114	114	114	North Wise—1st, 68, 1930. J&J			
2d mort., 4-5-6, 1909. A&O	89	90	91	Air Line, 1st M. 88, guar. M&N	113	114	114	Northeast, S.C.—1st M. 88, 99, M&N	118	122	
East Div., 1st mort.	95	96	96	Equipment bonds, 88, '83. A&O	107	109	109	2d mort., 88, 1899. M&N	110	111	112
do income.	48	52	53	Gd. Riv. V., 1st 88, guar. 86 J&J	107	109	109	North Cent.—2d mort., 68, 85 J&J	103	104	106
Income, 1919.	48	52	53	68, 1909. M&N				3d mort., 68, 1900. A&O	113	114	115
Ind'polis & Sp'd—1st, 78, 1906 A&O	100	100	101	58, comp., 1931. M&N	97	98	98	Con. mort., 68, g., comp., 1900 J&J	113	116	
2d mort., 88, 1911. J&J	70	70	71	58, reg., 1931. M&N	97	98	98	68, g., reg., 1900. A&O	117		
2d mort., income.	60	60	61	Kalamazoo & S.H., 1st, 88, 90 M&N	110	112	112	Mort. bonds, 58, 1926. J&J	103	103	104
New 1st mort. 68, funded.	70	70	71	J.L. & Sag. 1st, 88, 85, 'wh'dls J&J	107	107	107	Con. mort., 68, g., 1904. J&J	104	104	105
Ind'polis & St. L.—1st, 78, 1919. Var.	100	115	115	do North Ext., 88, '90 M&N	114	114	114	Northern, N.J.—1st M. 68, '88 J&J	193	193	194
2d mort., 78, 1900. A&O	105	105	106	J.L. & Sag. Consol. M., 88, 91. M&N	114	114	114	Norfolk & W.—1st M. 68, 97 J&J	113	113	114
Ind'apolis & Vin.—1st, 78, 1908. F&A	105	105	106	do C.A. 1901. M&N	120	125	125	North Pac., P. D. Div.—68, M&N	103	104	104
2d mort., 68, g., guar., 1900 M&N	93	93	94	Joliet & N. Ind., 1st, 78 (guar. M.C.)	120	125	125	Gen'l l. g., 1st, 68, 1921. J&J	103	104	104
Int. & Gt. North.—1st, 68, 1919. M&N	103	103	104	M.L. & S. W.—1st M. 68, 1921 M&N	99	99	100	Gen'l l. g., 1st, 68, reg. J&J	103	104	104
Coup. 68, 1909. M&N	81	81	82	1st, income.	78			O'Connell & Ch.—1st M. 68, 98 J&J	100	101	101
2d mort., income, 88, 1909. J&J	112	112	113	M.L. & No.—1st, 5-68, 1910 J&J	91	96	96	S. F., 88, 1900. M&N	102	103	103
Ionia & Lansing.—1st, 88, '89. J&J	107	112	112	Minn. & St. L.—1st M., 1927 J&J	118			Consol., 68, 1920. J&J	191	192	193
Iowa City & West.—1st, 78, 1909 M&N	107	112	112	1st M. Iowa City & W., 1903 J&J	113			Income, 1920.	94	95	95
Pa. Falls & Sioux C.—1st, 78, 99 A&O	119	121	121	2d mort., 78, 1891. J&J	100			Ohio Cent.—1st mort., 68, 1920, J&J	94	95	95
Ithaca & Athens.—1st m., 78, g. J&J	105	108	108	Southwest, Ext., 1st, 78, 1910. J&J	112			Income, 1920.	35	35	35
Jefferson—Hawley Br. 78, '87. J&J	105	108	108	Pacific Ext., 1st, 68, 1921. J&J	100	100	100	1st Tr'l Trust, 68, 1920. J&J	92	92	92
1st mort., 78, 1889. J&J	105	108	108	Miss. & Tenn.—1st M., 88, series "A" J&J	122	122	122	Mineral Div., inc. 78, 1921. J&J	62	63	63
Jeff. Mad. & Ind.—1st, 78, 1906 A&O	115	117	117	88, series "B" J&J	104	111	111	River Div., 1st mort.	17	17	17
2d mort., 78, 1910. J&J	112	112	113	Mo. K. & T.—Cons. ass., 1904-6 F&A	105			do income.	17	17	17
Junction R.R. (Phil.)—1st, 68, '82 J&J	109	112	112	Consolidated 68, 1920. J&J	85	85	85	Ohio & Miss.—Cons. S. F. 78, 98 J&J	116	116	116
2d mort., 68, 1909. J&J	109	112	112	1st, 68, g., 1899, (U. P. S. Br.) J&J	60			Cons. mort., 78, 98. J&J	116	119	119
K.C. & S. Scott & G.—1st, 78, 1908 J&J	110	114	114	2d mort., income, 1911. A&O	85	85	85	2d mort., 78, 1911. A&O	120	121	121
Kansas C. Lawr. & Co., 1st, 58, 1909. J&J	101	101	102	Booneville & B'z, 78, guar. 1906 M&N	101			1st mort., Spruett Div., 1905 M&N	114	115	115
K.C. St. Jos. & C.B.—M. 78, 1907. J&J	113	114	114	Han. & C. Mo., 1st, 78, g., 90 M&N	101			Ohio & Salem—1st 68, 1921. J&J	25	25	25
Kansas & Nebraska—1st mort.	55	70	70	do 2d, 1892. M&N	101			2d income, 68, 1921. J&J	113	116	116
2d mort.	20	25	25	Mo. Pac.—1st mort., 68, g. 11, 88, F&A	105	106	106	Ohio & W. Va.—1st, s. f., 78, 1910 M&N	113	116	116
Kentucky Central—68, 1911. J&J	100	103	103	Consol. 68, 1920. M&N	99	99	99	Old Colony—68, 1897. F&A	116	117	117
Kokomo & Des M.—1st, 68, guar. A&O	100	103	103	2d mort., 78, 1891. J&J	110	113	113	68, 1895. J&J	116	116	116
L. Erie & West.—1st, 68, 1919. F&A	100	102	102	3d mort., 1st mort., 68, g., 93 A&O	110			78, 1895. M&N	121	125	125
Income, 78, 1899. J&J	98	98	98	Income, 78, 1906. M&N	110			Oreg. & Cal.—1st 68, 1921. J&J	92	94	94
Sandusky Div., 68, 1919. F&A	49	49	49	Income, 78, 1892. M&N	110			Oregon Short Line—1st mort.	100	100	100
La. Bl. & M., 1st, 68, 1919. M&N	40	54	54	Mob. & Ala. Gr. Tr.—1st, 78, g. 1905 J&J	79	79	79	Osage & Rome—1st M. 78, 1915 M&N	108	108	108
do income, 78, 1899. J&J	40	54	54	Mobile & O.—1st pref. debentures.	79	79	79	Panama—Sterl'g M. 78, g. 97 A&O	117	117	117
Lake Shore & Mich. Su.—	104	105	105	2d pref. debentures.	39			Sinking fund sub., 68, 1910 M&N	107	107	107
M. & S. N. L. S. F., 1st, 78, '85 M&N	106	106	106	3d pref. debentures.	108			Subsidy bonds, Eng. issue, 68.	106	108	108
Cleveland & Tol., 1st M. 78, '82 J&J	106	106	106	New mortgage, 68, 1927. J&J	108			Paris & Danville—1st M. 78, 1903 J&J	25	25	25
do 2d M. 78, 1886 A&O	106	106	106	Cairo Extension 68, 1892. J&J	108			Paris & Dec't—1st M. 78, g. 92 J&J	25	25	25
C. P. & Ash., new 78, 1892. A&O	112	114	114	Morg'n L. & T. 1st, 68, 1922 J&J	113	115	115	Pekin Lin. & Dec.—1st, 78, 1900 F&A	125	127	127
Buff. & E., new 78, 1892. A&O	112	114	114	Morris & Essex—1st, 78, 1914 M&N	131			Penn. & M., 68, ep., 1910 Q-J	125	127	127
Buff. & State L., 78, 1886. J&J	106	107	107	2d mort., 78, 1891. F&A	113	115	115	Gen'l mort., 68, reg., 1910. A&O	121	121	121
Det. Mon. & Tol., 1st, 78, 1906. J&J	120			Bonds, 78, 1900. J&J	113	115	115	Cons. mort., 68, reg., 1905. Q-M	121	121	121
James & Frankl., 1st, 78, 97 J&J	114	114	114	General mort., 78, 1901. A&O	120	121	121	do 68, comp., 1905. J&J	121	121	121
do 2d M. 78, 97 J&J	114	114	114	Consol. mort., 78, 1915. J&J	120	121	121	Penn. Co., 68, reg., 1907. Q-J	106	106	106
Kalamazoo A.L. & Gr. R., 1st, 78, 94 J&J	114	115	115	Nashua & Low—68, g., 1893 F&A	112	114	114	do 1st M., 418, 1921 J&J	96	98	98
Kal. & Scholcraft, 1st, 78, 80 J&J	100	100	100	68, 1909. J&J	103	104	104	do 1st mort., 418, reg. J&J	96	98	98
Kal. & Wh. Pigeon, 1st, 78, 90 J&J	100	100	100	Nashv. Ch. & St. L., 1st, 78, 1913 J&J	113	114	114	Penn. & N.Y.—1st, 78, 96 & 1906 J&J	122	122	122
Dividend bonds, 78, 1899. A&O	120	125	125	2d mort., 68, 1901. J&J	113	114	114	Penn. & Atlantic—Bonds, M&N	74	79	79
L. & M. S., cons., ep., 1st, 78, J&J	125	125	125	1st, Tenn. & Pac., 68, 1917. J&J	113	114	114	Peoria Dec. & E.—1st, 68, 1920 J&J	101	105	105
do cons., ep., 2d, 78, 1903 J&J	125	125	125	1st, M.C.M. W. & A., 68, 1917 J&J	113	114	114	Income, 1920.	78	78	78
do cons., reg., 2d, 78, 1903 J&J	125	125	125	Nashv. & Decat'r.—1st, 78, 1900 J&J	113	114	114	Evansville Div., 1st 68, 1920 M&N	98	98	98
Lawrence—1st mort., 78, 1895. F&A	104	104	104	Natchez Jack & Col.—1st, 78, 1910 J&J	113	114	114	do income, 1920.	50	70	70
Lehigh & Lack.—1st M., 78, '97 J&J	104	104	104	Nevada Cen.—1st 68, 1904. A&O	103			Peoria & Pekin Union.	90	90	90
Lehigh Val.—1st, 68, comp. J&J	104	104	104	Newark & N. Y.—1st, 78, 1887 J&J	103			Perklemen—1st M., 68, 1887. A&O	102	103	103
1st mort., 68, reg., 1898. J&J	104	104	104	Newark & N. Y.—1st, 78, 1887 J&J	103			Cons. mort., 68, 1913. J&J	93	96	96
Gen. M., 78, 1910. M&N	133	133	133	Newark & N. Y.—1st, 78, 1887 J&J	103			Petersburg—1st M. 88, 79-98 J&J	106	106	106
Gen. M., s. f., 68, g., 1923. J&J	123	123	123	Newark & N. Y.—1st, 78, 1887 J&J	103			2d mort., 88, 1902. J&J	116	116	116
Delaware Ld Co. bds, end., 78, 92 J&J	100	101	101	Newark & N. Y.—1st, 78, 1887 J&J	103			Phila. & Erie—2d M. 78, 1888 J&J	114	114	114
Little Miami—1st M., 68, 1883 M&N	100	101	101	Newark & N. Y.—1st, 78, 1887 J&J	103			Gen. M., guar., 68, g., 1920. J&J	117	119	119
Rock & F.L. 1st, 68, 1895. F&A	100	101	101	Newark & N. Y.—1st, 78, 1887 J&J	103			Stunbury & Erie, 1st M. 78, 97 A&O	123	123	123
Little Schuylkill—1st, 68, 1902. F&A	100	101	101	Newark & N. Y.—1st, 78, 1887 J&J	103						

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.		Bid.	Ask.	RAILROAD STOCKS.		Bid.	Ask.	RAILROAD STOCKS.		Bid.	Ask.
Rome Wat'n & O.—S.F. 7s, 1891. J&D	108	110		Wabash—(Continued)—				Chicago & North Western.....	109	144 1/2	144 1/2
Trust Co. certificates.....				Tol. P. & West., 1st 7s, 1917.....	Q	109		do Pref., 7.100.....	102 1/2	162 1/2	163
2d mort., 7s, 1892.....	J&D	107		do 1st pref. inc., conv.....				Chicago Rock Island & Pac.....	100	131	132
Consol., 1st ex. 5s, 1922.....	A&O	66	69	do 2d pref. inc.....				Chic. St. L. & N. O.....	100	80	80
Income 7s, 1932.....	J&D	92	93	Iowa Div., 6s, 1921.....	M&S	91 1/2		Chic. St. P. Minn. & Om., com.....	100	48 1/2	49 1/2
St. Joseph & Pacif.—1st mort.....		24	30	Indianap. Div., 6s, 1921.....	J&D			do Prof., 100.....	107 1/2	108	108
2d mort.....		116 1/2		Detroit Div., 6s, 1921.....	J&D	82	83	Chic. & West. Mich. rai.....	100	65	67
St. L. Alt. & T. H.—1st M., 7s, 94. J&D		110 1/4		Cairo Div., 5s, 1931.....	J&D	93 1/2		Chic. Hamilton & Dayton.....	100	93	93
2d mort., pref., 7s, 1894.....	F&A	96		Cons. mort., 7s, 1907, com., ex. F&A		102	103	Chic. Indianapolis, St. Louis & Chic.....	100	85	86
2d income, 7s, 1894.....	M&N	104 1/2		1st St. L. div., 7s, 1889, ex. F&A		107	108	Cincinnati & Milford.....	100	95	96
Div. bonds, 1891.....		49		St. West., Ill., 1st 7s, 88, ex. F&A		98	99 1/2	Cincinnati N. O. & Tex. Pac.....	100	85	89
Bell & S. Ill., 1st S.F. 8s, 96. A&O		114	115	do 2d 7s, 93, ex. M&N		99 1/2		Cin. Sandusky & Cleveland.....	50	52	50
St. Louis & I. M.—1st 7s, 92. F&A		104 1/2	105	O'ney & Tol., 1st 7s, 90, ex. M&N		101		do Pref., 6.50.....	102 1/2	103	103
2d mort., 7s, 1897.....	J&D	76		Ill. & Ia., 1st 7s, 92, ex. F&A		107	103	Clev. Col. Cin. & Indianapolis.....	100	90	96
1st 7s, inc., pt. int. accumulative.....		104 1/2		St. L. C. & C. Tr. & St. R. 7s, 93. M&S		107	103	Clev. & Pittsburgh, guar., 7.....	100	140	140
2d 6s, inc., pt. int. accumulative.....		76		do Om. Div., 1st 7s, 1919. A&O		118 1/2		Col. Chic. & Indiana Central.....	100	9	9
Ark. Br. I. gr. M., 7s, 95. J&D		106 1/2	107 1/2	do No. Mo., 1st, 95.....	J&D	90		Columbus & Xenia, guar., 8.....	100	119	119
Cairo Ark. & T., 1st 7s, 97. J&D		107 1/2		do St. Cha's Bridge 6s, 1908				Col. Ho. K. Val. & Tol.....	100	66 1/2	67
Cairo & Ful., 1st Lg., 7s, 91. J&D		76 1/2	76 1/2	Wab. Fund. 1907—Var. 7s. F&A				Columbia & Greenville.....	100		
Gen. con. r'y & l. g. 5s, 1931. A&O		98		do Various 6s.....	F&A			do Pref., 100.....	35	49	49
St. L. & San F.—2d M., class A, 96. M&N		93		Warren (N.J.)—2d M., 7s, 1900.....		107	109	Concord & Portsmouth, guar., 7.100	100	113	102
2d M., class B, 1906.....	M&N	93 1/2		W. Jersey & At., 1st M., 6s, 1910. M&S		101		Connecticut & Passumpsic.....	100	93	94
South Pacific, 1st M., 1888. J&D		103 1/2		W. Jersey—Debt, 6s, 1883. M&S				Connecticut River.....	100	143	143
P. C. & O. 1st, 6s.....	F&A	103		1st mort., 6s, 1896.....	J&D			Connotton Valley.....	50	53 1/2	4
Equipment 7s, 1895.....	J&D	115	116 1/2	Consol. mort., 7s, 1890.....	A&O	109	112	Danbury & Norwalk.....	50		
St. L. Vand. & T. H.—1st M., 7s, 97. J&D		110		2d mort., 8s, guar., 90.....	A&O	109		Dayton & Michigan, guar., 3 1/2.....	50	59	60
2d mort., 7s, 1898.....	M&N	110		West. Md.—End., 1st, 6s, 90.....	J&D			do Pref., guar., 8.50.....	141	142	
2d 7s, guar., 98.....	M&N	110		1st mort., 6s, 1890.....	J&D			Delaware & Bound Brook.....	100	136	136 1/2
St. P. & Duluth—1st, 5s, 1931. F&A		110		End., 2d mort., 6s, 1890.....	J&D	109	110	Delaware Lack. & Western.....	50	35	70
St. P. Minn. & Man.—1st 7s, 1909. J&D		106 1/2		2d mort., pref., 6s, 1895.....	J&D	129		Denver & New Orleans.....	100	20	21 1/2
2d 6s, 1909.....	M&N	106 1/2		2d, end. Wash. Co., 6s, 1890. J&D				Denver & Rio Grande.....	100	20	24
Dak. Ext., 6s, 1910.....	M&N	103		3d, end., 6s, 1900.....	J&D			Des Moines & Fort Dodge.....	8		
Minn's Up, 1st, 6s, 1922.....	J&D	113		West'n Penn.—1st M., 6s, 93. A&O				do do Pref.....	19	69	70
Sandusky M. & N.—1st, 7s, 1902. J&D		105	110	Pitts. Br., 1st M., 6s, 96.....	J&D	103		Det. Lansing & Northern, com.....	100	111	112
Savannah Florida & West.....		103		Wheeling & L. Erie—1st, 6s, 96, 1910		106	107 1/2	do do Pref.....	100	89 1/2	91
At. & Gulf, cons. 7s, 1897.....	J&D	103		Wim. Columbia & Augusta, 6s.....		116	119	Dubque & Sioux City.....	100	185 1/2	186
1st mortgage, 7s.....	J&D	103		Wil. & Weldon—S. F., 7s, 95. J&D		109		East Tennessee Virginia & Ga. 100		185 1/2	186
S. Ga. & Fla., 1st M., 7s, 1899. M&N		93 1/2		Winona St. P. & M., 7s, 98. J&D		129		do do Pref.....	100	92 1/2	93
Scioto Val.—1st M., 7s, sink'g fund		85	93	2d mort., 7s, 1907.....	M&N	112	112 1/2	Eastern (Mass.).....	100	61	66
2d mort.....		85		Wis. Cent.—1st, 7s, cons. unfund.		43	44	Eastern in N. H.....	100	40	40
Consol. 7s, 1910.....	J&D	85		1st series, new.....		100 1/2	100 1/2	El River.....	100	58	58
Selma Rome & Dalton—1st mort.....		99		2d series, new.....				Elmira & Williamsport, 5.....	50	38	104
Incomes.....		93		Wis. Valley—1st, 7s, 1909.....	J&D			do Pref., 7.50.....	50	81 1/2	81 1/2
Sioux C. & Pac., 1st M., 6s, 98. J&D		93		Wor. & Nashua—5s, 93-95. Var.				Erie & Pittsburgh, guar., 7.....	50	134	134 1/2
So. Carolina—1st M., 6s, 1920. A&O		93		Nash. & Roch., guar., 5s, 91. A&O				Evansville & Terre Haute.....	100	134	134 1/2
2d mort., 6s, 1931.....	J&D	93		RAILROAD STOCKS, Par.				Flint & Pere Marquette.....	100	97 1/2	97 1/2
Bonds, 7s, non-mort.....	A&O	93		Ala. Gt. South—Lhu., A., 6s, pref.		114	114	do do Pref.....	100	130	135
Incomes 7s, 1931.....	A&O	93		Alm. B. com. A. & O. pref.		114	114	Georgia Railroad & Bank'g Co. 100		8	15
South Side, L. I., 1st, 1887.....	M&S	103		Alb. N. O. & Pac., 6s, pref.				Gran Rapids & Indiana.....	100	84	84
So. Cen. (N.Y.)—1st mort., 5s.....		80		Alb. N. O. & Pac., 6s, pref.				Grand River Valley, guar., 5.....	100		
So. Pac., Cal.—1st, 6s, 95. J&D		103 1/2		Albany & Susqueh., Guar., 7.....	100			Green Bay Winona & St. Paul.....	100		
Southwestern (Ga.)—Conv., 7s, 1882	J&D	106		Allegheny Central.....	100			do Pref.....	100	43	52
Summit Br.—1st, 7s, 1903.....	J&D	90		Allegheny Valley.....	50			Hannibal & St. Joseph.....	100	75	83
Sunb. Haz. & W. H.—1st, 5s, 1928. M&N		90		Atchison Col. & Pacific.....	15 1/2			Harrisburg P. M. T. J. & L. guar., 7.50	100	139 1/2	144
2d mort., 6s, 1933.....	M&N	80 1/2		Atchison Topeka & Santa Fe. 100	87 1/2			Highland (street), Boston.....	100	75	80
Sharp B. & Erie, 1st, 7s, 1905. A&O		103		Atlanta & Charlotte Air Line.....	70	73		Houston & Texas Central.....	100	18	18
Spr. Bing. & N. Y.—consol. 7s, 96. A&O		120	122	Atl. & St. Law., leased, 6.....	100			Huntingdon & Broad Top.....	50	35	35
Tex. Cent.—1st, 5s, 97, 7s, 1909. M&N		104	105	Augusta & Savannah, leased.....	100			do do Pref.....	100	145 1/2	149 1/2
1st mort., 7s, 1911.....	M&N	102 1/2		Baltimore & Ohio.....	100			Indiana Blounting & West, new	100	20	20
Texas & Pac.—1st, 6s, 95. M&S		90		do Pref., 6.....	100			Indian. Decatur & Sp., com.....	100	90	90
Consol. mort., 6s, gold, 1905. J&D		57 1/2		Balt. & Ohio, 2d, pref.....	100			Iowa Falls & Sioux City.....	100	100	100
Inc. and land gr., reg., 1915. J&D		80 1/2	80 1/2	Washington Branch.....	100			Jeff. V. Mad. & Ind's, leased.....	100	135	135
1st (Rio Gr. Div.), 6s, 1930. F&A		103 1/2		Parkersburg Branch.....	100			follet & Chicago, guar., 7.....	100	85	85
Texas & St. Louis, 1st, 6s, 1910. J&D		103 1/2		Boston & Albany.....	100			Kansas City Ft. Scott & Gulf.....	100	124	124
Land grant income, 1920.....		103 1/2		Bost. Chut. Fitch & New.....	100			do do Pref.....	100	100	100
Tol. Cin. & St. Louis—1st mort.....		50	54	do do Pref.....	100			Kentucky Central.....	100	100	100
Income.....		11	12	Bost. Con. & Montreal.....	100			do do Pref.....	100	100	100
Tol. Del's & Bur.—1st main, 6s, 1910		60	65	do do Pref., 6.....	100			Keokuk & Des Moines.....	100	100	100
do 1st Dayton div., 6s, 1910		20		Boston Hartford & Erie new.....	1	1 1/2		Lake Erie & Western.....	100	100	100
do 1st Ter. trust, 6s, 1910		20		do do old.....	500	99 1/2	99 1/2	Lake Shore & Mich. So.....	100	115	115 1/2
Income, 6s, 1910, main line		20		Boston & Lowell.....	500			Lehigh Valley.....	50	47 1/2	47 1/2
Dayton Div. Inc., 6s, 1910		25		Boston & Maine.....	100			Little Rock & Fort Smith.....	100	145	145
United Col. N. J.—Cons. 6s, 94. A&O		111	113	Boston & New York Air L.....	100			Little Miami, leased, 8 guar.....	50	558	558
Sterling mort., 6s, 1894.....	M&S	119	121	Boston & Providence.....	100			Long Island.....	50	62	62
do 6s, 1901.....	M&S	115 1/2		Boston Revere Beach & Lynn.....	100			Louisiana & Mo. Riv., com.....	100	50 1/2	50 1/2
Cam. & Amb., mort., 6s, 89. M&N		115 1/2		Brooklyn Elevated.....	100			Louisville & Nashville.....	100	50 1/2	50 1/2
Union Pac.—1st, 6s, 1896-99. J&D		115 1/2		Brooklyn & Montauk.....	100			Louisville New Albany & Chic.....	100	136	137
Land Grant, 7s, 1887-9.....	A&O	110 1/4		Buff. N. Y. & Erie, leased.....	100			Lynn & Boston (street).....	100	83	83
Sink. F., 8s, 1893.....	M&S	117 1/2	118	Buffalo N. Y. & Philadelphia.....	23 1/2	26		Lancaster & Lawrence.....	100	100	100
Om. Bridge, sterl. 8s, g., 96. A&O		117		do do Pref.....	43	50		Lanham Beach Co.....	100	46 1/2	47 1/2
Reg. 8s, 1891.....	M&S	107		Buffalo Pittsburg & West.....	50			Lanham Railway.....	100	87 1/2	88
Colorado trust, 6s, 1908.....	J&D	107		do do Pref.....	50			do do column.....	100	46 1/2	47 1/2
Colorado Cent., 1st, 8s, g., 99. J&D		111 1/2	111 1/2	Buffalo & Southwest.....	100			Lia. Central.....	100	100	100
Denver Pac., 1st M., 7s, 99. M&N		109	111	Burlington C. Rapids & North.....	100			Lancaster & Lawrence.....	100	100	100
Kans. Pac., 1st, 6s, 1895.....	F&A	109	111	Cairo & St. Louis.....	100			Lanham Beach Co.....	100	46 1/2	47 1/2
do 1st M., 6s, 1896.....	J&D	109	111	Cairo & Vincennes, pref.....	100			Lanham Railway.....	100	87 1/2	88
do 1st R. & L. G. D. 4, 99. M&N		109	111	California Pacific.....	100			do do column.....	100	46 1/2	47 1/2
do Land 2d M., 7s, g., 1896		109	111	Cambridge (street), Boston.....	100			Lia. Central.....	100	100	100
do Leav. Br., 7s, 96. M&N		109	111	Camden & Atlantic.....	50			Lancaster & Lawrence.....	100	100	100
do Inc. No. 11, 7s, 1916. M&S		109	111	do Pref.....	50			Lanham Beach Co.....	100	46 1/2	47 1/2
do Inc. No. 16, 7s, 1916. M&S		109	111	Canada Southern.....	100			Lanham Railway.....	100	87 1/2	88
do Deny. Div. 6s, ass. ex. cert.		109	111	Catawissa.....	50			do do column.....	100	46 1/2	47 1/2
1st cons. M., 6s, 1919. M&N		109	111	do 1st pref.....	50			Lia. Central.....	100	100	100
Utah Cent.—1st M., 6s, g., 1890. J&D		109	111	do 2d pref.....	50			Lancaster & Lawrence.....	100	100	100
Utah So.—Gen. M., 7s, 1903.....	J&D	109	111	Cedar Falls & Minnesota.....	100			Lanham Beach Co.....	100	46 1/2	47 1/2
Extension, 1st, 7s, 1899.....	J&D	109	111	Cedar Rapids & Mo. and Ia. Ld.....	143	144		Lia. Central.....	100	100	100
Utica & Bk R.—Mort., 7s, 91. J&D		109	111	do Pref., 7.....	100			Lancaster & Lawrence.....	100	100	100
Verm't & Can. M., 8s.....	J&D	45	50	Central of Georgia.....	100			Lanham Beach Co.....	100	46 1/2	47 1/2
Mississquoi, 7s, 1894.....	J&D	9	9 1/2	Central Iowa.....	100			Lia. Central.....	100	100	100
Vermont Cent.—1st M., 7s, 96. M&N		1	2	do 1st pref.....	100			Lancaster & Lawrence.....	100	100	100
2d mort., 7s, 1891.....	J&D	45	50	do 2d pref.....	100						

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

CANAL BONDS.				MISCELLANEOUS.				MISCELLANEOUS.				MISCELLANEOUS.			
RR. STOCKS.				RR. STOCKS.				SUBSCRIPTIONS, RIGHTS, &c.				MISCELLANEOUS.			
CONTINUED.															
New Jersey Southern.	7 1/2	1 3/4		Ches. & O.—68, '70, Q-J				Atl. & Pac. blks. 30 p.e	104			L'rel Lake Mills (F. R.)	1710	1725	
N. Lond. No. 1, d. 100	131 1/2	131 1/2		Del. Div.—68, '70, Q-J	115			N.Y. & P. sub. 30 p.e	104			Lawrence (Mass.) 1000	755	760	
N.O. Mob. & Texas 100	131 1/2	131 1/2		1st ext. 1891. M&N	105 1/2			U.I. & D. pool cert. gu.	101			Lowell Bleachery 200	250	255	
N.Y. Cent. & H. Riv. 100	131 1/2	131 1/2		78, 1884. J&J	113			Den. & R.G.W. sub. ex	100			Lowell Mach. Shop 500	975	1020	
N.Y. Chic. & St. L. com.	131 1/2	131 1/2		Conn. 78, 1894. A&O	113			Mex. C. blks. No. 2. 8 1/2	100			Lymen M. (Mass.) 100	112 1/2	113	
do Prof.	34 1/2	34 1/2		1st Pa. D. ep. 78, M&S	123			Mich. & Ohio, sub. 30 1/2	100			Manchester (N.H.) 100	144	146	
N.Y. Elevated 100	103	103		do reg. 78, M&S	113 1/2			N.Y. W.S. & B. sub. 70 1/2	100			Mass. Cotton 1000	1330	1390	
New York & Harl. 50	200			Lel. 68, reg. 81, Q-J	103	103 1/2		Ohio G. sub. \$1200 p.l.	62 1/2	63		Mechanics (F. R.) 100	1000	1095	
do Prof. 50	87	87		R.R. 68, reg. 97, Q-J	111 1/2			Or. & West, sub. 45 1/2	111	112		Merchants (F. R.) 100	1095	1700	
N.Y. Lack. & W. Guar. 5	40 1/2	40 1/2		Del. 68, reg. 77, J&D	112			Ore. Short L. sub. 70 1/2	111	112		Middlesex (Mass.) 100	218	225	
N.Y. L. Erie & W. 100	84 1/2	84 1/2		Conn. 68, reg. 81, Q-J	112			\$10,000 blks. ex bds.	55	55		Narragansett (F. R.) 100	675	685	
N.Y. & West. Eng'g 1100	52 1/2	52 1/2		do 68, reg. 81, Q-J	112			Or. & Trans. sub. 100	90 1/2	91 1/2		Nashua (N.H.) 500	122	122 1/2	
N.Y. & N. H. & W. 1100	180			68, ex. ep. 78, J&J	112	113		do 40 1/2	90 1/2	91		Naumkeag (Mass.) 100	95	100	
N.Y. Ont. & Western 100	20 1/2	27 1/2		Cons. M. 1911 78 J&D	117			Rich. & Al. sub. 100 1/2	60	60		N. E. Glass (Mass.) 375	505	520	
do Prof.	73	90		Morris—Boat loan, '85				Rebun. sub. \$2,250	130	135		Newmarket	1575	1600	
N.Y. Prov. & Bost. 100	14 1/2			New mort.				Roch. & Pittsb., sub.	7 1/2			Pepperell (Me.) 500	1170	1171	
N.Y. Susq. & Western 1	7	9		Penn.—68, comp., 1910	90			St. Paul rights	100			Rich. Bond'n (F. R.) 100	65	87 1/2	
N.Y. West. S. & Buil.	20 1/2	27 1/2		Schuylkill Nav.	103 1/2			Tex. & St. Louis, sub. 90 1/2	100			Robeson (F. Riv.) 1000	1000	1050	
Norfolk & West. 50	57 1/2	57 1/2		1st M. Gs., 1897. Q-M	85	89		IMPROVEMENT & CONSTRUCTION COS.				Sagamore (F. Riv.) 100	350	360	
North Penn. 50	63	63		Mort. 68, ep. 78, J&J	70			Am. Ry Imp. ex b. & sth	12 1/2			Salmon Falls (N.H.) 300	43	49	
North Central 50	57	57		68, imp. ep. '80 M&N	64			Cent. N. J. Land Imp.	100			Sandw. Glass (Mass.) 80	360	360	
Northwestern N. Hamp. 100	111	111 1/2		78, bt. car, 1913 M&N	64			Continental Cons., 85	100			Shove (Fall Riv.) 100	100	100	
North'n Pac. com. 100	45 1/2	45 1/2		67, bt. car, 1913 M&N	64	60		Cent. Ry Construc. 70 1/2	100			Slade (Fall Riv.) 100	100	100	
do Prof. 100	92 1/2	92 1/2		78, comp., 1902. J&J	112			Hud. Riv. Contract. 400	100			Stafford (Fall Riv.) 100	100	100	
Norw. & Worcester 100	159	160		Union—1st 68, '83 M&N	113 1/2	113 1/2		Internat. Imp. Ex. 80 1/2	42 1/2	49		Stark Mills (N.H.) 1000	1400	1450	
Oel. & L. Champ. 100	15 1/2	15 1/2						N. Y. Loan & Imp'm't	100			Tenn. Coal & Iron 1000	1000	1050	
Ohio & Central 100	35 1/2	36		CAL. & CHI. CAN. & DICK.	30	34 1/2		N. Y. & Scanton Cons.	100			Tremont (F. R.) 100	165	166	
Ohio & Erie 100	35 1/2	36		Cal. & Chi. Can. & Dick.	30	34 1/2		North Briton Cons., 70 1/2	100			Troy C. & W. (F. R.) 500	100	1050	
Ohio Southern 100	15 1/2	15 1/2		do Prof.	85			Oregon Improvement	100			Union C. Mt. (F. R.) 100	100	1050	
Old Colony 100	136	137		Del. & Indean 100	113 1/2	113 1/2		do 1st M. bonds	91 1/2	80 1/2		Washington (F. R.) 100	67	69	
Oregon & Calif. 100	56	58		Del. Div. Hudson. S. 50	112 1/2	42 1/2		Oriental Cons.	100			Weed Sew. M. Co. (Ct.) 25	250	250	
Oregon Short L. ne. 100	29	31		Lehigh Navigation 50				Tex. & Col. Imp. 60 p.e.	100			Westmore (F. R.) 100	100	1050	
Oregon Trans. Cont. 100	120	86 1/2		Morris, guar., 4. 100				Balt. Consol. Gas 43 1/2	41			Willimott Lumber (Ct.) 25	250	250	
Oswego & Syr., guar. 100	167	5		do pf., guar. 10. 100				Boston Gaslight 500	80 1/2	81 1/2		York Co. (Me.) 750	1275	1300	
Panama & Trans. Cont. 100	167	5		Penn. & Va. 50				East Boston 100	110	110 1/2		COAL & MISCEL.			
Paris & Decatur 100	63 1/2	63 1/2		Schuylkill Nav. 50				Brookline, Mass. 100	101	101 1/2		MINING STOCKS.			
Pennsylvania R.R. 50	63 1/2	63 1/2		do do prof. 50	112	13		Cambridge, Mass. 100	138 1/2	139		Caribou Con. Min'g. 10	40	40	
Pennsylvania Co. 50				Susquehanna. 50				Chelsea, Mass. 100	89 1/2	89 1/2		Cent. Arizona Min. 100	30	35	
do Prof. 50								Dorchester, Mass. 100	99 1/2	100		Colorado Coal & T. 100	40	40	
Pensacola & Atlantic 100	27 1/2	28 1/2		MISCELLANEOUS BONDS.				Jamaica P'n. Mass. 100	120	124		Consol. Coal of Md. 100	30	35	
Perma Dec. & Ev. 100	21 1/2	21 1/2		Am. S.S. Co. (Phil.)—Gs	100	408		Lawrence, Mass. 100	125	126		Cumberland Coal & T. 100	100	1050	
Phila. & Erie 50	59 1/2	59 1/2		Balt. Gas Light 68	104	104 1/2		Lowell 100	157 1/2	162		Deadwood Mining 100	100	1050	
Phila. & Reading 50	59 1/2	59 1/2		Conn. (Balt.)—2 68, ex	104	105 1/2		M. & M. Gs., G. L. 100	81	83		Excelsa W. & V. Co. 100	174	174 1/2	
Phila. & Tren. 10, 100	62	64		Mo. R.R. 1st 68, J&J	116			Mald. & Med. Gs., G. L. 100	94 1/2	95		Homestead Min'g. 100	10	10	
Phila. Wilm. & Balt. 50	62	64		Mo. R.R. 1st 68, J&J	116			Newton & Wat'n. 100	122	125		La Plata 10	10	10	
Pitts. Cin. & St. L. 50	10	10		do 2d, end. 68, Gs. 100	84			Salem, Mass. 100	95	100		Lehigh & Wilkes 10	10	10	
Pitts. & Con. 1st 50	133	133		Col. C. & T.—1st con. Gs	192	105		Brookline, L. I. 25	108	112		Mariposa L. & M. Co. 100	18	20	
do Prof. 50	133	133		Cov. & Chn. Br. Gs.	105	105		Citizens', Brooklyn 20	63	70		Maryland Coal 100	13	20	
Pitts. Ft. W. & C. guar. 7	112 1/2	113		Gold & Stock Tel.	105	105		Metropolitan, B'ly'n	50	58		New Central Coal 100	13	20	
Pittsburgh & Western 100	112 1/2	113		Marlboro—78, '86	72	73		Nassau, Brooklyn 25	50	58		N.Y. & Straits C. & L. 100	35 1/2	38 1/2	
Port. Saco & Portland, 1st 6	5	5		Matlin Union Tel. 64	108	108 1/2		Phila. Bk., Brooklyn 10	40	45		Ontario Sil. Min'g. 100	270	270	
Port. Saco & Augusta 100	25	30		Northwestern 100	108	108 1/2		Phila. Bk., B'ly'n 50	50	60		Pennsylvania Coal 50	8	9 1/2	
Port. & Worcester 100	128	132		Oreg. R. & N. 1st 68, J&J	110	110		Charleston 17 1/2	176			Roch. & Pittsb. coal 1	100	1050	
Prov. & Saratoga 100	142 1/2	145 1/2		Pull'n Palace Car 100	118	118		Chicago G. & C. 100	176			Quicklevy Min'g. 100	4 1/2	4 1/2	
Rich. & Alleg. stock 100	18 1/2	21		3d series, 88, '87 F&A	110	110		Cincinnati G. & C. 100	176			do Prof. 100	18	20	
Richmond & Danv. 100	73	78		4th do 88, '92 F&A	110	116		Hartford, Ct. G. L. 25	160	170		St. L. Steel & Dred. 100	100	1050	
Rich. F. & P. com. 100	130	70 1/2		Debit'ns, 78, '88 A&O	110	106		Jersey C. & H. O'k'n 20	160	170		Spring Mount. Coal 50	100	1050	
do 6. 100	110	110		Stg. 78, 79, 1885 A&O	110	106		People's, Jersey C.	80	80		Stand'd Cons. G.M. 100	100	1050	
Richmond & P'by 100	65	70		St. L. Bridge & Tan.	120	122		Louisville G. L. 100	110	110		Stormont 1	100	1050	
Rich. & West. Point 100	34	36		St. L. 78, 79, 1892 A&O	120	122		Central of N. Y. 50	75	85		BOSTON MINING STOCKS.			
Richmond York R. & C.	23 1/2	23 1/2		Sp. V. V. 1st 1890	103 1/2	104		Harlem N. Y. 50	9	10		Alouez 25	2	2 1/2	
Rochester & Pitts. 100	23 1/2	23 1/2		St. V. V. 1st 1890	103 1/2	104		Manhattan, N. Y. 50	218	222		Atlantic 25	13 1/2	16 1/2	
Rome W. & Ogd. 100	25	25		Stirling Iron & Ry.	114			Metropolitan, N.Y. 100	183	185		Aztec 25	2 1/2	400	
Saratoga 100	25	25		Series B, inc. 1891	114			Municipal 100	103	105		Bell Hill (Me.) 100	600	700	
St. Louis & A. H. 100	21 1/2	21 1/2		Plain income Gs. '95	114			Mutual of N. Y. 100	114	114 1/2		Brunswick Antimony 5	8	8 1/2	
St. Joseph & W. 100	12	12		Western Union Tel. 78	114			New York, N.Y. 100	50 1/2	60 1/2		Calumet & Hecla 217	250	250	
St. Louis Alt. & T. H. 100	43	43		78 reg. 1900. M&N	114			N. Orleans G. L. 100	50 1/2	60 1/2		Catalpa Silver 10	1 1/2	1 1/2	
do Prof. 100	84	86		Sterling 64, 1900. M&N	114			N. Liberties, Phila. 25	50	60		Central 25	18	25	
Bellvue & S. Ill. pf. 100	57	57 1/2		St. Louis Bridge 1st pref	101	105		Washington, Phila. 25	60	62		Continental Silver 25	1 1/2	3	
St. Louis & San Fr. 100	57	57 1/2		2d pref. certificates.	101	105		Washington, Me. G. L. 20	60	62		Danville 50	100	1050	
do Prof. 100	56 1/2	58 1/2		St. Louis Tunnel RR.	101	105		St. Louis, Me. G. L. 20	56 1/2	57		Dunsmuir Silver 20	700	1500	
do 1st pref. 100	56 1/2	58 1/2		St. Louis Transfer Co.	101	105		Washington City G. L. 20	42 1/2	42 1/2		Franklin 25	14 1/2	15	
St. L. & A. H. 100	95	95		Stand. Water Meter	58 1/4	8 1/4		Georgetown G. L. 25	37 1/2	37 1/2		Harshaw Silver 20	1	1 1/2	
St. Paul & Duluth 100	9 1/2	9 1/2		Stro. Tunnel 100	103 1/2	104		Chicope (Mass.) 100	195	200		Humboldt 25	100	200	
do Prof. 100	9 1/2	9 1/2		St. Union Light 100	103 1/2	104		Collieries (N.H.) 500	740	760		Hungarian 25	24	28	
St. P. Minn. & Man. 100	145 1/2	17		Union R.R. St. L. 100	103 1/2	104		Collieries (Conn.) 10	93	91		Huron 25	250	500	
Salt Lake 100	145 1/2	17		Express Stocks	138	140		Consol. M. (F. R.) 100	131	131 1/2		Michigan 25	10	10	
Salt & Roanoke 100	145 1/2	17		Adams 100	92 1/2	93		Doval Mills (F. R.) 100	1160	1175		National 25	31	31 1/2	
do Guar. 100	145 1/2	17		American 100	92 1/2	93		Douglas Axe (Mass.) 100	120	125		Powable 25	7 1/2	7 1/2	
Santa Rome & Dalton 100	109	80		United States 100	68	70		Dwight (Mass.) 500	740	760		Phenix 25	1	1 1/2	
S. & N. Alabama 100	109	80		Wells, Fargo & Co. 100	130	131		Everett (Mass.) 100	136	138		Pontiac 25	100	200	
S. West, Ga. 100	109	80		Am. Ind. Dist. 100	109	110		Pall Riv. Iron W. 100	136	138		Quincy 25	68	68 1/2	
Syr. B'ing. & N. Y. 100	109	80		American Dist. (Phila.) 100	109	110		F. R. Merino Co. 100	136	138		Ridge 25	500	81	
Summit Branch, Pa. 50	109	80		Am. Tel. & Cable 25	73	73		Phila. Mills (F. R.) 100	136	138		Silver Islet 25	11	12	
Terre H. & Ind'nap. 50	109	80		Atlantic & Pacific 25	59	59		G'poo Y. Mills (F. R.) 100	136	138		Star 25	500	500	
Tex. Cent. & St. Louis 100	109	80		Cent. & So. Am. Cable 100	109	110		Granite (F. R.) 1000	136	138		Sullivan (Me.) Silver 10	13 1/2	400	
Tex. & Pacific 100	109	80		Franklin 100	109	110		Great Falls (N.H.) 100</							

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONCLUDED.

For Explanations See Notes at Head of First Page of Quotations.

MINING STOCKS.				BANK STOCKS.				BANK STOCKS.				INSURANCE STOCKS.			
	Bid.	Ask.			Bid.	Ask.			Bid.	Ask.			Bid.	Ask.	
Consol. Virginia.....	100	75	76	Tremont.....	100	114 1/2	115	Marine.....	100			CINCINNATI.			
Crown Point.....	100	15 1/2	1 60	Union.....	100	140	141	Market.....	100	130		Amazon (new stock) 20	95		
Dunderberg.....	10	20		Washington.....	100	135	136	Mechanics'.....	25	150		Aurora.....		90	
Dunkin.....	10	20		Webster.....	100	108	108 1/2	Mechanics' & Tr.....	25	150		Cincinnati.....	25	150	
Eureka Consol.....	100	11 1/4	14	BROOKLYN.				Mercantile.....	100	120		Cincinnati.....	25	150	
Father De Smet.....	100	4	6	Atlantic (State).....	180	185		Mercants'.....	50	132		Commercial.....	20	123	
Findley.....	1	09		Brooklyn.....	118	123		Mercants' Exch'ge.....	50	80		Eagle.....	100	185	
Gold Placer.....	2		18	First National.....	255	270		Metropolitan.....	100	170		Enterprise.....	20	110	
Gold Stripes.....	100			Fulton.....	125	130		Nassau.....	100	125	130	Eureka.....	20	90	
Goodshaw.....	100	05		City National.....	260	280		New York.....	100	145		Firemen's.....	20	170	
Gould & Curry.....	100	3 1/2		Commerce.....	100	105		N. Y. Nat. Exch'ge.....	100	120		Germania.....	20	145	
Granville Gold Co.....	1			Long Island.....	106	110		N. Y. Nat. Exch'ge.....	100	120		Globe.....	20	111	
Great Eastern.....	1		02	Long Island.....	106	110		Ninth National.....	100	120		Merchants' & Manuf.....	20	155	
Green Mountain.....	10	60		Manufacturers'.....	96	100		North America.....	70	120		Miami Valley.....	100	98	
Hale & Norcross.....	100	1 1/2	1 65	Mechanics'.....	200	205		North River.....	50	120		National.....	100	145	
Hibernia.....	100	03		Nassau.....	180	190		Oriental.....	25	140		Security.....	100	115	
Horn Silver.....	25	7 1/2		Brooklyn Trust.....	165	180		Pacific.....	50	152		Union.....	20	60	
Hortense.....	10			CHARLESTON.				Park.....	100	153	160	Washington.....	20	125	
Hukill.....	5	10		B'k of Chas. (SRA).....	99			People's.....	25			Western.....	25	152	
Independence.....	100	85	93	First Nat. (SRA).....	100	110		Republic.....	100	131		HARTFORD, CONN.			
Iron Silver.....	20	2 1/2	2 30	People's National.....	100	125		Second National.....	100	102 1/2	102 1/2	Connecticut.....	100	230	
Lacrosse.....	10	14	19	CHICAGO.				Seventh Ward.....	100	99	102 1/2	Hartford.....	100	127	
Leadville Consol.....	10		72	Chicago Nat.....	100	108		Shoe & Leather.....	100	130		National.....	100	228	
Little Chief.....	50	45		Comm-relat Nat.....	100	260		St. Nicholas.....	100	130		Orient.....	100	100	
Little Pits.....	100			Fifth National.....	100	165		State of N. Y.....	100	130		Phenix.....	100	190	
Mexican G. & Silv.....	100			First National.....	100	125		Tradesmen's.....	40		116	Steam Boiler.....	40	65	
Moore.....	10	05		Home National.....	100	69		United States Nat.....	50	150		LONDON.			
Moose Silver.....	100			Home National.....	100	69		Wall Street Nat.....	50	100		Commercial Union.....	25	21	
Mono.....	100	5 1/2	30	Merchants' Nat.....	100	130		PHILADELPHIA.....				Guardian.....	50	65	
Navajo.....	100			Metropolitan Nat.....	132	135		B'k of N. America.....	100	280		Imperial Fire.....	25	140	
Ophir.....	10			Nat. B'k of Illinois.....	100	140		Central National.....	100	125		Lancashire F. & L.....	25	75	
Potosi.....	100	1 1/2	1 35	Northwestern Nat.....	100	275		City National.....	50		110	London Ass. Corp.....	12 1/2	58	
Rappahannock.....	1	11		Union National.....	100			Commonwealth Nat.....	50	60		Liv. & Lond. & Globe.....	21	21 1/2	
Red Elephant.....	10		09	CINCINNATI.				Consolidation Nat.....	30	65		North's Fire & Life.....	49	50	
Rising Sun.....	50		05	Citizens' National.....	152	153		Corn Exchange Nat.....	50	69 1/2		North Brit. & Mer. S. S.....	31	32	
Robinson Consol.....	50	1 1/2	1 60	Commercial Bank.....	100			Eighth Nat.....	100			Royal Insurance.....	3	29 1/2	
Sierra Nevada.....	100	64		Exchange Nat. Bank.....	100	110		First Nat.....	100			NEW ORLEANS.			
Silver Cliff.....	50	81	88	First National.....	273	225		Farmers' & Meech. N.....	100	140	140	Crescent Mutual.....	116	118	
South Hite, new.....	25	50		Fourth National.....	122	125		Girard National.....	40	84	87	Factors' and Traders.....	119	125	
South Pacific.....	1		14	German National.....	122 1/2	125		Kensington Nat.....	25			Firemen's.....	73	78	
Spring Valley.....	1	2 1/2		Merchants' National.....	140	133		North American.....	50			Germania.....	117	121	
Standard.....	100	5 1/2	6	Metropolitan Nat.....	132	135		Philadelphia Nat.....	100	215		Hibernia.....	114	118	
Tip Top.....	100			Nat. B'k of Ill. & Com.....	137	140		Second Nat.....	100			Home.....	38 1/2	38 1/2	
Tuscarora.....	100	07	09	Second National.....	145	150		Seventh Nat.....	100	112		Hope.....	100	104	
Unadilla.....	100			Third National.....	125	129		Sixth Nat.....	100			Lafayette.....	55 1/2	57	
Union Consol.....	100	5 1/2		Union Nat.....	100			Southwark Nat.....	50			Merchants' Mutual.....	116 1/2	119	
BANK STOCKS.				Western German Bank.....	100			Spring Garden.....	100	107		Mechanics' & Traders.....	116	119	
BALTIMORE.				HARTFORD.				22d Ward.....	50			New Orleans Ins. Ass'n.....	35 1/2	38 1/2	
Bank of Baltimore.....	100	140		Etna Nat.....	100	130	132	Third Nat.....	100			New Orleans Ins. Co.....	63 1/2	66	
Bank of Commerce.....	25	17 1/2	18 1/2	Marine Nat.....	50	130	130	Underground.....	50	25	30	Sun Mutual.....	30		
Citizens'.....	10	16	16 1/2	Charter Oak Nat.....	100	140	144	Union Nat.....	50	75		Teutonia.....	100	100	
Com. & Farmers'.....	100	114	117	City Nat.....	100	89	91	Western Nat.....	50	90		NEW YORK.			
Farmers' B'k of Md.....	30	31	35	Connecticut River.....	50	51	54	West Philadelphia.....	100	110		American Exch.....	50	140	
Farmers' & Merch.....	40	48	50	Far. & Meech. Nat.....	100	140	145	Canal Nat.....	100	170	171	American Exch.....	100	105	
Farmers' & Planters.....	25	41 1/2		First Nat.....	100	122	125	Cash & S. N.....	100	169	169	Bowery.....	25	190	
First Nat. of Balt.....	100	140		Hartford Nat.....	100	175	178	Caseo Nat.....	100	168	169	Broadway.....	25	170	
Franklin.....	60	98	100	Mercantile Nat.....	100	130	133	First Nat.....	100	168	169	Brooklyn.....	17	175	
German American.....	100	106		National Exchange.....	100	175	178	First Nat.....	100	168	169	Citizens'.....	20	140	
Howard.....	1	3 1/2		Phenix Nat.....	100	110	112	First Nat.....	100	168	169	City.....	7	115	
Marine.....	30	35	35 1/2	State.....	100	110	112	First Nat.....	100	168	169	Clinton.....	100	115	
Mechanics'.....	10	12 1/2		LOUISVILLE.				First Nat.....	100	168	169	Columbia.....	30	40	
Mechanics'.....	100	135		Bank of Kentucky.....	100	147		First Nat.....	100	168	169	Commercial.....	50	60	
National Exch'ge.....	100	117		Bank of Louisville.....	100	138		First Nat.....	100	168	169	Continental.....	100	225	
People's.....	25	20	21	Citizens' National.....	100	123 1/2	133	First Nat.....	100	168	169	Empire City.....	100	75	
Second National.....	100	108	130	Commerce Nat.....	100	129	130	First Nat.....	100	168	169	Exchange.....	30	90	
Third National.....	100	108		Falls City Tobacco.....	100	29	30	First Nat.....	100	168	169	Farragut.....	50	117	
Union.....	75	82 1/2	85	Farmers' of Ky.....	100	106	106	First Nat.....	100	168	169	Firemen's.....	17	80	
Western.....	20	29	31	Farmers' & Drov.....	100	160	160	First Nat.....	100	168	169	Firemen's Trust.....	10	106	
BOSTON.				First Nat.....	100	160	160	First Nat.....	100	168	169	Frank & Emp'um.....	115	120	
Atlantic.....	100	149	151	German Ins. Co's.....	100	106	106	First Nat.....	100	168	169	German-American.....	100	194	
Atlas.....	100	121	121 1/2	German National.....	100	135	135	First Nat.....	100	168	169	Germania.....	50	140	
Blackstone.....	100	107 1/2	108	Louisv. Banking Co.....	40	21	22	First Nat.....	100	168	169	Globe.....	50	110	
Boston Nat.....	100	118 1/2	119	Masonic.....	100	127	128	First Nat.....	100	168	169	Greenwich.....	25	250	
Boylston.....	100	117 1/2	118	Merchants' Nat.....	100	138		First Nat.....	100	168	169	Guardian.....	100	60	
Broadway.....	100	98	100	Northern of Ky.....	100	111		First Nat.....	100	168	169	Hamilton.....	15	117	
Bunker Hill.....	100	181 1/2	182	Second Nat.....	100	106	104	First Nat.....	100	168	169	Hanover.....	50	143	
Central.....	100	100	100	Security.....	100	148	150	First Nat.....	100	168	169	Home.....	50	75	
City.....	100	118 1/2	119	Third National.....	100	120		First Nat.....	100	168	169	Home.....	100	140	
Columbian.....	100	130 1/2	131	West. Fin. Corp.....	100	110	110 1/2	First Nat.....	100	168	169	Howard.....	50	80	
Commerce.....	100	119	120	NEW ORLEANS.				First Nat.....	100	168	169	Importers' & Trad.....	50	60	
Commonwealth.....	100	113	115	Casal & Banking.....	100	132		First Nat.....	100	168	169	Irvine.....	100	50	
Continental.....	100	112 1/2	113	Citizens'.....	100	125	129	First Nat.....	100	168	169	Jefferson.....	30	140	
Eagle.....	100	112 1/2	113	Germania Nat.....	100	132		First Nat.....	100	168	169	Kings Co. (B'klyn).....	20	195	
Eliot.....	100	119	120	Hibernia Nat.....	100	125	135	First Nat.....	100	168	169	Knapkebocker.....	50	75	
Exchange.....	100	130	130 1/2	Louisiana Nat.....	100	103 1/2	107 1/2	First Nat.....	100	168	169	Lafayette (B'klyn).....	100	103	
Everett.....	100	112 1/2	113	Mutual Nat.....	100	104	126	First Nat.....	100	168	169	Lamar.....	50	70	
Faneuil Hall.....	100	130	130 1/2	New Orleans Nat.....	100	168		First Nat.....	100	168	169	Lenox.....	25	75	
First National.....	100	201	203	People's.....	50	56	60	First Nat.....	100	168	169	Long Isl'd (B'klyn).....	50	100	
Fourth Ward.....	100	112	114	State Nat.....	100	116		First Nat.....	100	168	169	Lorillard.....	25	54	
First National.....	100	108	110	Union Nat.....	100	130		First Nat.....	100	168	169	Manuf. & Builders.....	100	108	
Freemans'.....	100	115 1/2	116	NEW YORK.				First Nat.....	100	168	169	Manhattan.....	100	60	
Globe.....	100	107	107 1/2	America.....	100	157		First Nat.....	100	168	169	Mech. & Traders.....	25	130	
Hamilton.....	100	117	118	America Exch'ge.....	100	1									

Investments

AND

STATE, CITY AND CORPORATION FINANCES.

The INVESTORS' SUPPLEMENT contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the CHRONICLE. Single copies are sold at \$2 per copy.

ANNUAL REPORTS.

Boston & Albany.

(For the year ended Sept. 30, 1882.)

This is the first company to report, among the great trunk lines which have their fiscal years terminating on September 30. In spite of the severe railroad war, which made reduced rates, the net earnings are just a trifle larger than in 1880-81, although freight tonnage decreased materially. The following tables show the traffic, earnings and expenses, and disposition of net income, for four years ended Sept. 30:

TRAFFIC STATISTICS.				
	1878-79.	1879-80.	1880-81.	1881-82.
Freight (tons) carr'd.	2,733,096	3,310,539	3,593,923	3,415,329
Do. one mile.	325,484,799	375,152,891	417,108,612	374,317,348
Av. rate p. ton p. mile.	1.078c.	1.207c.	1.04c.	1.07c.
Passengers carried.	5,199,169	5,993,297	6,799,178	7,524,138
Do. one mile.	101,248,321	113,154,374	135,421,102	151,255,032
Av. rate p. pass. p. m.	2.14c.	2.08c.	1.97c.	1.99c.
EARNINGS AND EXPENSES.				
	1878-79.	1879-80.	1880-81.	1881-82.
Passenger department.	\$2,165,699	\$2,331,198	\$2,668,014	\$3,364,143
Freight department.	3,588,839	4,530,914	4,328,905	3,984,132
All other sources.	672,924	848,706	878,331	442,097
Total.	\$6,427,463	\$7,741,118	\$7,875,235	\$7,790,372
EXPENSES.				
	1878-79.	1879-80.	1880-81.	1881-82.
Repairs of road.	\$519,769	\$818,979	\$920,290	
Repairs of engines.	245,321	368,465	392,396	
Fuel & freight cars.	283,323	616,872	633,545	\$5,600,991
Buildings, &c.	136,496	303,996	502,819	
Trans. & gen. exp'n's	2,508,715	3,140,196	3,249,358	
Total.	\$3,723,324	\$5,248,508	\$5,688,412	
Net income.	\$2,703,638	\$2,492,610	\$2,186,873	\$2,189,381
DISPOSITION OF NET INCOME.				
	1878-79.	1879-80.	1880-81.	1881-82.
Rentals.	\$73,000	\$75,000	\$75,000	\$75,000
Int. on funded debt.	470,000	470,000	470,000	566,450
Dividends.	1,600,000	1,600,000	1,600,000	1,503,550
Added to surplus.	108,638	47,618	41,873	44,381
Improvement fund.	450,000	300,000		
Total.	\$2,703,638	\$2,492,618	\$2,186,873	\$2,189,381

GENERAL INVESTMENT NEWS.

Alabama New Orleans, Texas & Pacific Junction.—This English company, which controls the Alabama Great Southern, the Vicksburg & Meridian, the Vicksburg Shreveport & Pacific and the Cincinnati New Orleans & Texas Pacific companies, advertises in London an issue of \$3,500,000 (£700,000) new 6 per cent debentures, having 25 years to run, and secured by deposit with trustees of the securities of its controlled lines. The issue price of the debentures is 94. The proceeds of these bonds are to be used for the completion of the lines from Meridian to New Orleans and from Monroe to Shreveport.—*R. R. Gazette.*

Alleghany Central.—The line of the Alleghany Central extension will start from the New York Lackawanna & Western at Bath, and, with an easy grade, will touch Hornellsville, running southwesterly for a distance of sixteen miles. The road at that point extends westerly to the Alleghany Central, which it joins between Friendship and Angelica, and runs southerly nearly the entire length of the present road, to Olean, where it will connect with the direct route to Pittsburgh. The Alleghany Central extension syndicate have practically decided to allow all stockholders of record to subscribe. The minority stockholders claim that the stock is held down, but none is offered for sale, and bids do not draw out long stock. The feeling is very bitter, and one director is said to have offered 40 for 3,000 shares, and was told to buy it in the market.—*Philadelphia Press.*

Chicago & Eastern Illinois.—In the last paragraph of the item published in the CHRONICLE of October 23, the sentence should have read: "The Supreme Court on Monday also reversed a deficiency decree in favor of the purchasing bondholders for about \$1,800,000." It should also have been said that Mr. Walker was the attorney for the old Chicago Danville & Vincennes Railroad and not for the bondholders.

Cincinnati Indianapolis St. Louis & Chicago.—The annual meeting was held this week in Indianapolis and the following board of directors was unanimously elected: J. H. Devereaux, R. B. Cable, M. E. Ingalls, C. W. West, C. P. Huntington, Geo.

Bliss, Theodore A. Morris, Thomas H. S. Sharpe, S. J. Broadwell, George Hoadley, George Wilshire, D. F. Evans and Lars Anderson. The business for the past four months, July 1 to Nov. 1, estimating that for October, showed gross earnings of \$985,000, a gain of 11 per cent over the same time last year. The net earnings during the same time were \$381,000, and after all interest, taxes, dividend and other liabilities had been paid there was a net surplus of \$21,000 in addition to \$100,000 worth of permanent improvements which have been made and charged to operating expenses.

Connotton Valley.—The Boston *Herald* reports that the Connotton Valley Railroad Company announces the default of its November interest as follows: "In the unfinished state of the road—which, it is hoped, will be of short duration—the net earnings, although, under the circumstances as large as could be expected, have been inadequate to meet the interest." The directors will shortly propose a new "plan" to the security holders for procuring additional equipment, rendered necessary by the increasing business of the road, perfecting the construction of its lines so as to enable it to increase and accommodate that business, and establishing a connection with Zanesville. It is understood that the company must have at least \$1,000,000 more in cash. The directors afterward adopted the following: "Voted, that, if any of the bondholders desire it, the Treasurer is authorized to pay the coupon due Nov. 1, 1882, upon the bonds in its 6 per cent bonds, and to issue scrip certificates for fractional amounts, convertible into bonds when presented in amounts of \$1,000, such scrip to be deemed to be secured by the mortgage securing the bonds of the company."

Denver & Rio Grande.—In reply to misstatements made about the bonds of this company, the trustees of the mortgages, Messrs. John A. Stewart, President of the United States Trust Company, and L. H. Meyer, have written the following letter to a bondholder:

NEW YORK, Oct. 28, 1882.
The first mortgage of the Denver & Rio Grande Railway Company was made April 13, 1871, to Messrs. John Edgar Thomson, Samuel M. Felton and myself as trustees. It provided for issuing bonds to the aggregate amount of \$14,000,000. Under it there were countersigned and issued bonds to the amount of \$6,382,500 and no more. On Sept. 12, 1878, the company made a declaration and covenant not to execute or issue any more bonds under that mortgage for any purpose; and on Sept. 14, 1878, I, then sole surviving and remaining trustee, at its request and that of bondholders, executed a like stipulation. The papers were duly recorded in the proper counties, among others in Arapahoe County on Oct. 29, 1878. On Nov. 4, 1878, copies thereof were deposited with the New York Stock Exchange. It is, perhaps, needless to say that no further bonds have been, will, or can be, executed, authenticated or issued under that mortgage.

On Jan. 1, 1880, the company made its consolidated mortgage to Mr. John A. Stewart, President of the United States Trust Company, and myself as trustees. This mortgage provided in all for the issue of \$30,000,000 in bonds, of which bonds to an amount of \$6,382,500 were set apart, and are still reserved unexecuted, to withdraw the above mentioned first mortgage bonds. In November, 1880, and at a time when the company had issued about \$5,000,000, and contemplated further issues under the consolidated mortgage, it made a deed of further assurance which recited that bonds to the amount of \$10,000,000 more were issued, or intended to be issued, under that consolidated mortgage, and, as further security thereby conveyed to Mr. Stewart and L. H. Meyer certain after-acquired properties as additional security upon the trusts in the original consolidated mortgage declared. The misstatement in the newspapers referred to is as follows:

1. It quotes \$14,000,000, where only \$6,382,500 are out or ever can be out.
2. It quotes \$30,000,000 as now outstanding, whereas only \$23,617,500 can ever issue for any purpose, including new construction (except for taking up the above \$6,382,500).
3. It quotes a "deed of further assurance" as a new mortgage for \$10,000,000, whereas the amount therein mentioned is part of the above \$30,000,000, and the deed is given to convey new property to the trustees under the same consolidated mortgage and as further security therefor.

This in reply to your inquiry of yesterday.
Yours respectfully,
(Signed) L. H. MEYER.

Sole surviving and remaining trustee and of trustees.
As one of the trustees under the thirty million dollars consolidated mortgage, I fully concur in the above statement by my associate trustee, L. H. Meyer, Esq. (Signed) JOHN A. STEWART.

—This company publishes the following statement of gross and net earnings in September, but has published no other monthly statement this year showing net earnings:

FOR THE MONTH OF SEPTEMBER, 1882.	
Actual gross earnings.	\$599,191
Operating expenses (53.19 per cent)	318,622
Net earnings.	\$280,569
Same month last year.	208,531
Increase over 1881 in net earnings, 35 per cent.	\$72,037
Increase over 1881 in mileage, 23 per cent.	

Massachusetts Central.—The annual meeting of the stockholders was held in Boston, Oct. 25. The Treasurer's report states: "It appears from the books of the company that on Sept. 30, 1882, \$6,705,063 had been expended in the construction of the railroad; \$94,565 for interest and \$178,666 for discount on bonds; that the capital stock of \$3,500,000 has been paid in, and that bonds to the same amount have been issued. There has been a default made upon the \$105,000 of coupons due July 1, 1882, and a small portion of those due last January is also unpaid. The floating debt of the company amounts to \$51,879, and in addition to this there are debts arising from the operation of the railroad, which, if assumed by the company, will make the entire amount of the floating debt \$77,479." There was a loss of \$54,635 from the opening of the road Oct. 1, 1881, to Aug. 1, 1882, and from the latter date to Sept. 30, 1882, the receipts were \$18,988, and expenditures \$19,241. President Aldrich stated that many of the heaviest bondholders did not favor a foreclosure, as has been threatened, for it meant serious loss to them. Every one admitted that there

was no money in the road until completed to Northampton, to effect which a large sum is needed. There would be no difficulty in bonding the new portion of the road. The first thing to do was to pay the employees. This could probably be done very soon. The directors believed it to be the best policy to keep the road in operation, even at a small loss, although the stockholders should not be surprised at any time to hear that the road had shut down.

Memphis & Charleston.—This road was to be restored to the management of its stockholders to-day, and the lease to the East Tennessee Virginia & Georgia canceled. Negotiations which have been pending for sometime were settled on Thursday. The floating debt incurred for improvements by the lessees is about \$800,000, and the East Tennessee Syndicate finally agreed to accept \$306,000 of the Memphis & Charleston first mortgage bonds at 120 and the balance in cash, in payment for the said floating debt and for the bonus of \$400,000 for which it agreed to surrender the lease; these payments were to be made to-day.

Mexican Central Railway Co. Limited.—The official statement of this company to the New York Stock Exchange, dated September 15, 1882, contained the following information:

This company was organized February 25, 1880, under the railroad laws of Massachusetts as amended in 1879, for the express purpose of authorizing the formation of companies to build railroads and telegraphs in foreign countries. By authority of Congress of the Republic of Mexico several concessions have been granted to this company by the Federal Government, and others have been acquired from the State governments, authorizing the construction of the following system of standard gauge railroad, with corresponding telegraph line. The international or main line extends from the city of Mexico northward, a distance of about 1,300 miles, to a connection on the southern boundary of the United States, near the line dividing Texas and New Mexico, at the town of El Paso del Norte, with the Atchison Topeka & Santa Fe, the Southern Pacific and the Texas & Pacific railroads. The interoceanic branches extend westward from a point on the main line between Leon and Salamanca to the Pacific Ocean at San Blas or Mazatlan—a distance of about 430 miles to San Blas; and eastward from Aguascalientes on the main line through the City of San Luis Potosi, to the City of Tampico, upon the Gulf of Mexico, a distance of about 318 miles. Local branches are authorized from the main line at Silao to the capital city of Guanajuato, a distance of 15 miles, and from a point on the main line 86 miles from Mexico to a valuable timber region controlled by the company, distance 23 miles. The main line and branches are now being constructed by this corporation without the intervention of any construction company, and the stock and bonds as issued therefor apply uniformly to all parts of the system.

The Federal Government of Mexico has granted this company numerous privileges and benefits, of which the following may be enumerated: A cash subvention of \$15,200 per mile, for which the Government issues to the company as the road is accepted "certificates of construction of the Central Railway, to be redeemed with six per cent of all duties produced at the maritime and frontier custom houses of the republic;" exemption from duties on all materials required for the construction and repairs of the road for 15 years; exemption from tonnage and light-house dues and port charges upon all vessels landing railway materials for 15 years; exemption from all taxes upon the road and all its accessories, including bonds, stock and all obligations for the term of 50 years after the completion of the lines. In addition to these Federal grants special privileges and exemptions have been conceded by the States of Guanajuato, San Luis Potosi and Chihuahua, with cash subventions at various rates, payable from the State treasuries as the mileage is completed. The cash subvention thus accruing to this company from the Federal Government is about \$30,485,070, and from the State governments \$618,400, amounting to about \$31,103,400, of which the construction of the international or main line will call for about \$19,064,000. These subsidies are being paid promptly, \$301,446 09 having been received up to the latest returns. It is officially stated that the total receipts by the Mexican Treasury from the maritime and frontier custom houses for the year ending June 30, 1882, amounted to more than \$17,500,000. Upon this basis it is estimated that the Federal subvention of six per cent of the custom receipts will produce about \$1,000,000 cash for the company during the current year. All these subsidies remain unpledged, and are available for any purposes of this company, such as new construction, repairs, interest and dividends.

From the city of Mexico northward the road is in operation to the city of Leon, 203 miles. Beyond that point track has been laid some 10 miles at the date of our last report. From El Paso on the United States frontier the road will be completed southward to the city of Chihuahua, 225 miles, on the 16th of September. The grading has advanced some 30 miles south of that point. Upon the Gulf of Tampico division 30 miles have been completed. Grading on the Pacific line has just been commenced at San Blas. The branch to the City of Guanajuato, 15 miles, is nearly ready for operation, and construction of the timber branch has been commenced. The total miles finished amount to about 522 miles, while the grading and delivery of materials are so advanced as to justify the expectation that the main line from the city of Mexico to Paso del Norte will be completed early in 1884.

EARNINGS.

The only part of the road hitherto opened for business is the section northward from the city of Mexico, which has been operated with the following results:

Date.	Terminus.	Miles.	Days.	Amount.
September 15, 1881.	Tula.	78	78	\$36,213
December 15, 1881.	San Juan del Rio.	120	83	60,382
February 15, 1882.	Queretaro.	153	51	110,603
April 15, 1882.	Celaya.	185	13	38,594
May 1, 1882.	Irapuato.	219	79	273,036
August 1, 1882.	Leon.	258	12	46,032

Total.....\$964,298

This does not include any charges for the transportation of the construction material for the use of the company.

CONDENSED BALANCE SHEET, AUGUST 31, 1882.

ASSETS.	
Cost of road and equipment.....	\$13,633,760
Discount on bonds issued.....	7,302,500
Coupon interest.....	3,6515
Vessel property.....	23,781
Other property, timber lands, &c.....	4,208,391
Material on hand and in transit.....	764,735
Due from Mexican Government in certificates.....	60,016
Subsidy certificates of construction on hand.....	304,000
Deposit with Mexican Government as guarantee.....	98,900
Notes receivable, secured by collateral.....	267,694
Surplus balances of accounts.....	1,709,322
Cashier's accounts in Mexico.....	210,850
Operating expenses 1882.....	279,901
Cash.....	\$29,711,453
LIABILITIES.	
Capital stock.....	\$ 5,883,500
First mortgage bonds.....	10,013,000
Registered income bonds.....	1,440,000
Due subscribers circular, 2 & 3.....	9,009,050
Subsidy account of Mexican Government.....	1,017,776
Marine insurance notes.....	10,295
Premium in Mexico on U. S. currency.....	1,341,630
Vouchers and pay rolls unpaid.....	426,403
Coupons unpaid.....	4,025
Sundry accounts.....	4,085
Income account 1881.....	9,141
Profit and loss.....	31,829
Traffic earnings 1882.....	488,571
	\$29,711,453

MEMO.—The accounts from our Mexico officers only appear in this statement up to July 1. Since that time the Mexican Government have approved additional road, and ordered certificates issued to the total amount of \$1,506,500 instead of \$1,017,776 as shown above. Certificates have also been received and money collected on them, much in excess of the amounts which appear as of July 1.

S. W. REYNOLDS, Treasurer.

In addition to the above-mentioned cash resources, the company held subscriptions to its capital stock on September 1, subject to call, amounting to \$6,642,000, which are considered equivalent to so much cash on hand. It is calculated that upon the completion of the main line and the delivery of all the bonds and stocks required to be used in its construction, there will remain as a reserve in the company's treasury about \$5,800,000 first mortgage bonds and \$2,600,000 capital stock.

The capital stock of the company is authorized at the rate of not exceeding \$32,000 per mile (\$20,000 per kilometre) of completed road, and is issued when full paid at the par value of \$100 per share. There are now 895 separate subscriptions to and owners of these shares. Of the separate subscriptions 21 are in the names of native capitalists of Mexico, whose aggregate investment in the securities of this company exceeds \$1,250,000 cash.

The first mortgage bonds are dated July 1, 1881, mature July 1, 1911, each \$1,000; Nos. 1 to 16,704 inclusive; bear interest at the rate of 7 per cent per annum, payable January and July, at the office of the company in the city of Boston or at its agency in the city of New York, and both principal and interest are payable in gold coin of the United States. They are limited in issue to \$32,000 per mile (\$20,000 per kilometre) of completed road, and the amount now authorized to be issued on the 522 miles of completed road is \$16,704,000. Income bonds have been issued in registered certificates of \$1,000 each, dated July 1, 1881, payable July 1, 1911, with interest payable annually on the first day of July in each year, from the net earnings of the railway, telegraph and other property of the company during the financial year preceding said first day of July, whatever said net earnings may be, but not exceeding 3 per cent per annum, and non-cumulative.

The President is Thomas Nickerson, Boston, and the following are the directors: Thomas Nickerson, Isaac T. Barr, Thomas Dana, Fred. L. Ames, Albert W. Nickerson, Levi C. Wade, Benj. P. Cheney, Chas. J. Paine, A. B. Lawrie, R. M. Pulsifer, Theo. Nickerson, Frank Morrison, William Rotch, all of Boston; Robert R. Symon, New York; Rudolph Fink, Ramon G. Guzman, Sebastian Camacho, Mexico; Senors Felipe Beriozabal and Miguel Auza of Mexico, appointed by the Mexican Government.

Mutual Union Telegraph.—A plan was made to put 51,000 shares of the stock of this company in the hands of three trustees, viz: George William Ballou, A. P. Porter of the Maverick National Bank of Boston, and George F. Baker. The total stock consists of 100,000 shares. The trustees were to issue certificates in place of the stock, which was to be deposited with the Central Trust Company, and the certificates to be listed on the Stock Exchange. The certificates to be negotiable, but the voting power to be left in the hands of the trustees. It was said that more than a majority of the stock had already been deposited under the provisions of this trust. On application of Jay Gould and the Western Union Telegraph Company, Judge Van Brunt of the New York Supreme Court, issued an injunction restraining the placing of the stock in trust: The order was served on the Central Trust Company and others. The plaintiffs claim that as holders of Mutual Union stock

bought under an agreement of March, 1882, the proposed scheme is in violation of their rights, and in violation of a prior agreement by which the stock was placed in a pool, of which Jay Gould and Geo. F. Baker were the trustees. The answer of the defendants has not yet been put in.

Nashville Chattanooga & St. Louis.—A Washington report says: The Solicitor of the Treasury is considering an offer of compromise from this railway company in the suit against it by the Government to recover \$153,000 and interest for coupons on bonds purchased twenty years ago, which have never been paid, for the reason that the coupons were supposed to have been lost. The amount offered by the agents of the road is \$125,000, which they urge is ample, considering the fact that they were deprived of the use of their road for four years by Confederates, and that the Government never demanded payment until about two years ago. These coupons belong to the bonds purchased with the Cherokee Indian funds at the beginning of the war, which amounted to about \$500,000. The Confederates took possession of the road shortly afterward, and all dealings were, of course, suspended for about four years. At the end of this time the coupons in question had disappeared, and no one in the Treasury Department knew what had become of them until they were found about two years ago.

New Stock Exchange.—The rumors of another effort to establish a new stock exchange took shape in the form of a circular issued anonymously, Oct. 23, of which the following is a copy:

PRIVATE AND CONFIDENTIAL.

DEAR SIR: A new stock exchange is about to be established under the direction of gentlemen of well-known position and the highest capacity, whose names, for obvious reasons, it is at present deemed best to withhold.

A large piece of property on Broadway (12 city lots) has been bought for the erection of a building eleven stories in height, the plans providing for a board room larger than that of any other exchange. One thousand seats in the new exchange will be sold—the first 500 at \$5,000 each, the purchaser to receive an assignable bond for \$5,000 with said real estate and the new building thereon as security for the repayment thereof at a fixed rate; the remainder to be sold at a higher price. The holder of a seat will, by virtue of an act of the Legislature now in force, be free from liability for the acts of other members, and in this respect will be in a better position than the members of the present exchange.

New York has become the commercial and financial center of this continent. The great bulk of all commerce, manufacture, transportation and exchange centers here. The means for promoting new enterprise and developing the country's resources are obtained here, and a ready medium for bringing the stocks, bonds and other representatives of property to the attention of capital is necessary. Concentration of this business reduces its cost, and reduction of expense increases its volume, but when the business of such concentration is welded and controlled by a despotic monopoly, public interest requires competition.

The New York Stock Exchange has about 1,100 members, whose seats are selling for \$35,000 each, or an aggregate of over \$33,000,000. A new exchange is needed, and gentlemen now trading largely on the old exchange, and forced to confine themselves thereto desire the formation of a new board, believing that business would be benefited thereby. They think that the new seats in the exchange when organized, will be of equal value with those of the New York Stock Exchange. The volume of business promised indicates certain success. Details of this movement, and taken after three weeks' confidential investigation and canvass, will be sent to those persons who are accepted as members of the new exchange. All communications will be considered confidential until the seats are issued. When 500 seats are issued, a board room will be provided for immediate business pending the completion of the building. Should you wish a seat, please send \$500 in currency to Dumont Clarke, Esq., 128 Broadway, New York, now trustee for the real estate. This will be returned on demand at any time before delivery of the bond for \$5,000. Very respectfully,

The name of ex-Governor Tabor of Colorado has been mentioned as the most prominent backer of the new exchange.

N. Y. Chicago & St. Louis.—In regard to the purchase of a controlling interest in the stock of this (the Nickel Plate) road, nothing essentially new has transpired since last week. Judge Burke, one of the purchasers, is reported as saying the purchase included 265,000 shares, 135,000 of preferred stock at 37 and 130,000 of the common at 17. The price paid was, therefore, \$7,205,000. Also, that "The transaction was a purchase, pure and simple, of a sufficient amount of stock to control the road, and we assumed nothing more than the responsibility which a controlling amount of stock naturally carries with it. Our relation to the bonded indebtedness of the road is precisely the same as that of other stockholders. The only preference being in the amount of stock we own."

To a reporter of the *N. Y. Tribune* an officer of the "Nickel Plate" company made known some of the details of the bargain. The purchase money is to be paid in five monthly instalments, on the first day of each month. The present managers reserved for their friends the privilege of joining in the sale on the same terms. It was agreed that the absolute control of the property was to be given up when 60 per cent of the purchase money had been paid, or at the general meeting in January; but the purchasers hold the right to anticipate the payments at their own pleasure. The same officer said that, in addition to the \$15,000,000 first mortgage bonds and the \$4,000,000 equipment bonds, the purchasers assumed all liability for \$4,000,000 floating debt and \$5,000,000 terminal properties and rentals. On Wednesday, Nov. 1, a majority of both classes of stock of the New York Chicago & St. Louis Railroad Company was placed in the hands of John A. Stewart, President of the United States Trust Company, as trustee. A second payment, of \$2,550,000 was made by the purchasers, who had previously paid \$300,000—to bind the bargain. This payment is said to have been somewhat larger than required by the agreement, and it is probable that the buyers will pay the balance of the purchase money in advance of the specified dates.

At Buffalo, Oct. 31, Charles Neilson, Division Superintendent of the New York Lake Erie & Western Railway, gave notice to P. G. Murphy, agent of the Nickel Plate Company, that the

Erie would no longer furnish the Nickel Plate with terminal facilities at Buffalo. In consequence of the order local freight had to be abandoned.

—At Chicago, the Illinois Central Railroad Company has notified the "Nickel-Plate" Company that it will not be allowed to use the temporary depot erected for it at the foot of Randolph Street. This will prevent the "Nickel-Plate" trains from coming further north than Fourteenth Street. The cause of the change of programme is not known.

New York New Haven & Hartford.—The directors of this company have had prepared extensive surveys and plans for a thorough reconstruction of the road, including plans for straightening the lines, removing grades, stone ballasting bed, and probably an addition of more tracks upon the division between New York and New Haven. The company deems these improvements necessary, and expects to raise and expend some \$2,000,000 on them.

New York Pennsylvania & Ohio.—A cable press dispatch from London, November 2, says: "The report of Messrs. Allport and Swarbrick to the bondholders of the New York Pennsylvania & Ohio Railroad Company recommends that negotiations be opened with the New York Lake Erie & Western R.R. Company for a pooling arrangement by the terms of which each company shall receive profits proportionate to its mileage and shall contribute also proportionately to the working expenses. In case of a failure to make an arrangement with the New York Lake Erie & Western Company, the report recommends the extension of the line so as to obtain a portion of the seaboard traffic and a partial combination with other roads running to Cleveland. The report also recommends that the company have equal rights and powers with the New York Lake Erie & Western Company in existing lines, and any that the latter company may become interested in, the two lines to be considered integral parts of the same system. A pooling arrangement is recommended if absolute fusion is not feasible. The agreement should be for a long term, both companies binding themselves not to enter into any agreement injurious to the other. Messrs. Allport and Swarbrick further state that of possibly \$72,500,000 by which the capital has been increased since 1870, they could only trace \$8,500,000 which by any possibility could have added to the value of the property."

New York Susquehanna & Western.—An excursion was made over this road on its opening throughout, and the lines of road owned and operated are as follows:

	Miles.
From West End, Jersey City, to Unionville, N. Y.	71.6
From Two Bridges, N. J., to Stroudsburg, Pa.	42.0
From Columbia, N. J., to Delaware Station.	3.0
The Paterson City spur.	1.0
From Blakely to Del. Lack. & West. near Scranton.	12.0
From Unionville to Middletown, N. Y., leased.	13.9
Total mileage owned and operated.	141.5

The *World* reports that five hundred new twenty-ton coal cars are in course of construction, giving an extra capacity of 10,000 tons a week in rolling-stock. Extensive coal properties located in the Lackawanna Valley are under the control of the company, from which a tonnage is expected of 1,500,000 tons per annum. The following are the particulars:

	Tons.
Pennsylvania Anthracite Coal Company, about four hundred acres of coal property, in fee and under lease.	300,000
From the two new shafts of John Jermyn.	500,000
Lackawanna Coal Company (limited).	200,000
Filer and Lacey.	100,000
Winton and Dolph.	300,000
Total.	1,100,000

The transit of the coal will be from the terminus at Stroudsburg to the neighborhood of Scranton, thence over the Delaware Lackawanna & Western Company's line to the docks at Hoboken. This transit will be effected under an equitable agreement between the two corporations, to which no limit of time has been prescribed, and is based on the selling price of coal at tide-water.

Ohio Central.—On Nov. 1 the Ohio Central notified the Stock Exchange of the proposed issue of \$2,000,000 of new stock.

Pennsylvania Railroad.—At Philadelphia, November 1, the Finance Committee of the board of directors of the Pennsylvania Railroad Company met to consider the semi-annual dividend rate and adopted the following:

Resolved, That the President and board of directors do hereby declare a semi-annual dividend of 4½ per cent upon the capital stock of the company out of the profits, and payable, clear of State taxes, on and after November 29, 1882, to the shareholders as they stood registered on the books of the company at 3 o'clock P. M. October 31, 1882, or to their legal representatives, of which amount 2½ per cent shall be paid in cash and 2 per cent in scrip redeemable in cash upon its delivery or convertible into the capital stock of the company if presented in sums of \$50 previous to February 1, 1883.

Pittsburg Southern.—The Baltimore & Ohio Railroad Company is reported to have purchased the narrow gauge line between Pittsburg and Washington, Pa., known as the Pittsburg Southern, with the purpose of rebuilding a portion of it and making the line a standard gauge road, and a route from Pittsburg to the West by way of Wheeling.

Texas Pacific.—The company has redeemed 314 of the first mortgage eastern division bonds, under the sinking fund provisions. As these bonds are raised, consolidated mortgage bonds are issued for a like amount.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Nov. 3, 1882.

There are few new features to mercantile affairs. The impression gains ground that we have a large surplus of the products of agriculture, which must be disposed of by exportation, and is having an effect in checking speculation, leaving values to be adjusted by legitimate influences, to the great advantage of business. Some attention is diverted to the coming elections, but not enough to cause any serious interruption to the course of trade. The weather this week, until to-day, has been unseasonably mild, and has unfavorably affected some branches of business.

The following is a statement of the stocks of leading articles of domestic and foreign merchandise at dates given:

	1882.		1881.
	Oct. 1.	Nov. 1.	Nov. 1.
Pork.....bbis.	12,331	4,568	25,338
Beef.....tes. and bbis.	661	1,685	7-7
Lard.....bbls.	17,053	16,843	44,707
Tobacco, foreign.....bales.	21,053	26,361	20,484
Tobacco, domestic.....bbls.	32,450	30,476	46,268
Coffee, Rio.....bags.	51,331	53,209	134,917
Coffee, other, &c.....bags.	104,093	122,234	48,771
Coffee, Java.....mats.	137,423	85,640	118,000
Sugar.....bbls.	44,895	33,627	41,729
Sugar.....boxes.	539,809	7,959	10,697
Sugar, &c.....bags, &c.	165	486,069	534,591
Melado.....bbls.	6,080	3,291	2,080
Molasses, foreign.....bbls.	2,000	2,000	500
Molasses, domestic.....bbls.	229,700	181,600	250,600
Hides.....No.	38,911	60,430	113,456
Cotton.....bales.	23,690	20,677	18,718
Rosin.....bbls.	4,784	1,650	2,920
Spirits turpentine.....bbls.	1,015	866	1,360
Tar.....bbls.	36,400	48,100	23,800
Rice, E. I.....bags.	595	891	850
Rice, domestic.....bbls. and tes.	67,400	65,100	81,500
Linseed.....bags.	14,000	12,800	11,300
Saltpetre.....bags.	360	300	2,200
Jute.....bales.	26,400	26,900	37,700
Jute butta.....bales.	30,634	31,096	5,262
Kanla hemp.....bales.			

In provisions a very fair speculation has been reported. Lard early in the week was firmer, but later on a realizing movement brought about a decline. To-day mess pork sold on the spot at \$22.50. Bacon was quoted at 13c. for long clear. Beef hams quoted \$17.50@18.25. Beef quiet but steady at \$29@32 for city extra India mess. Lard was lower, and on the spot sold at 12@12.25c. for prime city; refined to the Continent 12.20@12.40c.; South America 12.75; Western contract sold for November at 11.90@11.85c.; December 11.50@11.45c.; year 11.47½@11.45c.; January 11.47½@11.45c.; February 11.47½@11.45c.; March 11.55@11.50c.; April 11.55c.; May 11.60@11.57½c. Butter has a fair sale and cheese is weaker. Tallow easy at 8½@8¾c. for prime. Stearine dull at 12½@12¾c. for prime western and city.

Rio coffee has been dull on the spot at a decline to 8¾c. for fair cargoes; options have been active but also lower; the growing importance of the trade here for future delivery is shown by the fact that to-day the sales were no less than 15,000 bags; Nov. sold at 6.30@6.40c., Dec. at 6.20@6.25c., Jan. at 6.25@6.30c., Feb. at 6.30c. and March at 6.40c.; mild have been weak but Maracaibo closes more active. Rice sold freely until a few days ago, when holders advanced prices ¼c. and trade became quiet. New Orleans molasses has sold fairly at a decline to 62c. as the extreme for fancy, while foreign has been dull and nominal. Tea has been rather more steady at auction. Spices have been dull and without marked change. Foreign fruits have declined. Raw sugar has been dull and to a great extent nominal, with prices of last week still quoted in most instances, though 96 deg. test centrifugal has sold down to 8¾c., but the close is firmer at 7¾c. for fair refining and 8.3-16c. for 96 deg. test centrifugal; refined has been quiet most of the week but closes more active at 9¼@9½c. for cut loaf, 9¾c. for crushed and cubes, 9¼@9½c. for powdered, 9¾@9.3-16c. for granulated.

Kentucky tobacco has remained quiet, and sales for the week are only 200 hhds., of which 80 for export and 120 for home consumption. Prices are nominal; lugs 6@7½c. and leaf 8@12c. Seed leaf has been inactive, and prices are barely steady; manufacturers are pretty fully supplied. Sales for the week are 1,015 cases, of which 350 cases New England 1881 crop 13@35c.; 300 cases Pennsylvania 1881 crop private terms; 300 do. do. 1880 crop 16c.; 65 cases Ohio 1880 crop 7c. Also 550 bales Havana at 88c.@\$1.15.

Naval stores have been irregular; spirits turpentine has been pushed down by larger receipts; to-day there were free sales at 54@54½c. for Southern and New Yorks; rosins have lacked export support here and fine grades are easy; common to good strained quoted at \$1.85@1.95. Refined petroleum for export has been advanced by the higher prices for crude; 110 test to-day quoted 8c. and 70 test (Abel) 8¾c.; crude certificates higher at 97¼@99¾c., closing buoyant at \$1.04½@1.04½. Hops have continued to advance and choice new State are now quoted at \$1.05@1.10, which are the selling figures in the country; old State here 95c.@\$1.10; Eastern 90c.@\$1.10; mixed Bavarians \$1.10; genuine \$1.30. Ingot copper is steady; 300,000 lbs. Lake sold at 18@18¾c.; other metals are quiet and without interest.

Ocean freight-room has been quiet and rates have shown much irregularity. To-day grain to Liverpool by steam was quoted 4½d.; flour 2s. 6d. per bbls. and 15s. per ton; bacon and lard 25s.@27s. 6d.; cheese 30@35s.; cotton ¼@5-16d.

COTTON.

FRIDAY, P. M., November 3, 1882.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Nov. 3) the total receipts have reached 256,623 bales, against 241,738 bales last week, 242,329 bales the previous week and 206,136 bales three weeks since; making the total receipts since the 1st of September, 1882, 1,423,666 bales, against 1,424,046 bales for the same period of 1881, showing a decrease since September 1, 1882, of 380 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston.....	6,389	7,348	3,845	4,173	5,105	2,541	29,401
Indianola, &c.....						674	674
New Orleans.....	7,766	9,381	17,757	6,193	9,771	5,491	56,349
Mobile.....	4,198	3,699	2,965	2,562	2,257	2,240	17,920
Florida.....			108				430
Savannah.....	7,584	9,103	6,727	6,802	5,607	6,472	42,295
Brunsw'k, &c.....						200	200
Charleston.....	4,077	4,718	4,017	6,027	3,525	4,678	27,042
Pt. Royal, &c.....			198			760	958
Wilmington.....	1,445	651	2,693	1,158	1,061	848	7,856
Moreh'd C, &c.....			397				446
Norfolk.....	6,812	9,107	6,786	7,628	7,69	9,127	47,150
City Point, &c.....			8,025			5,928	13,953
New York.....	115	235	103	881	153	161	1,632
Boston.....	782	800	1,804	1,147	1,593	1,224	7,342
Baltimore.....						101	101
Philadelph'a, &c.....		302	199	231	1,364	253	2,349
Totals this week.....	39,168	45,103	55,626	36,792	38,060	41,574	256,623

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1882, and the stocks to-night, and the same items for the corresponding periods of last year:

Receipts to Nov. 3.	1882.		1881.		Stock.	
	This Week.	Since Sept. 1, 1882.	This Week.	Since Sept. 1, 1881.	1882.	1881.
Galveston.....	29,401	227,834	15,947	160,607	61,471	79,728
Indianola, &c.....	674	8,379	1,176	6,606		
New Orleans.....	56,349	266,253	58,924	342,766	155,206	207,132
Mobile.....	17,920	102,752	12,121	77,281	16,817	26,398
Florida.....	538	1,826	654	1,992		
Savannah.....	42,295	289,187	36,634	274,925	110,550	80,440
Brunsw'k, &c.....	200	3,337		3,773		
Charleston.....	27,042	191,882	33,110	198,040	83,550	93,948
Pt. Royal, &c.....	958	3,594	121	10,513	760	663
Wilmington.....	7,856	39,179	9,690	44,586	11,516	15,640
M'head C, &c.....	843	2,835	1,224	3,997		
Norfolk.....	47,156	187,401	29,554	178,516	51,048	45,171
City Point, &c.....	13,953	56,169	10,382	58,905		
New York.....	1,632	7,137	1,119	7,899	56,145	115,207
Boston.....	7,342	22,972	10,180	35,550	1,435	3,420
Baltimore.....	101	1,624	894	8,664	9,605	15,657
Philadelph'a, &c.....	2,349	10,702	3,555	9,421	20,846	10,258
Total.....	256,623	1,423,666	225,285	1,424,046	578,949	693,602

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons:

Receipts at—	1882.	1881.	1880.	1879.	1878.	1877.
Galveston, &c.....	30,075	17,123	29,346	26,893	26,649	16,195
New Orleans.....	56,349	58,924	66,046	58,430	27,755	53,794
Mobile.....	17,920	12,121	19,535	16,006	11,069	17,888
Savannah.....	42,295	36,634	44,167	42,829	30,225	31,727
Char'lt'n, &c.....	28,000	33,231	31,209	25,943	28,910	31,103
Wilmington.....	8,699	10,914	9,151	5,025	9,982	10,338
Norfolk, &c.....	61,103	39,936	45,785	28,133	23,639	33,106
All others.....	12,182	16,402	6,529	11,828	18,645	4,025
Tot. this w'k.....	256,623	225,285	251,768	225,057	182,874	195,776

Since Sept. 1, 1423,666 1424,016 1612,064 1447,222 1188,229 981,150

Galveston includes Indianola; Charleston includes Pt. Royal, &c. Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c.

The exports for the week ending this evening reach a total of 183,852 bales, of which 100,082 were to Great Britain, 25,647 to France and 38,123 to the rest of the Continent, while the stocks as made up this evening are now 578,949 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending Nov. 3.				From Sept. 1, 1882, to Nov. 3, 1882.			
	Great Brit'n.	France.	Continent.	Total.	Great Brit'n.	France.	Continent.	Total.
Galveston.....	18,124	6,600	7,003	26,127	59,065	9,838	24,569	88,412
New Orleans.....	10,864	11,190	16,503	32,947	83,522	50,406	44,792	178,833
Mobile.....								
Florida.....								
Savannah.....		4,256	7,100	11,356	10,778	9,168	39,088	58,956
Char'lt'n.....	4,928	1,520		6,448	28,829	6,595	18,601	49,995
Wilmington.....	2,350			2,350				50,063
Norfolk.....	39,910			39,910	59,063			188,801
New York.....	15,898	2,681	8,995	27,574	181,324	14,068	39,279	234,671
Boston.....					9,688	81,731		91,419
Baltimore.....	518		3,699	4,217	35,299	800	17,033	22,042
Philadelph'a, &c.....	2,834		760	3,594	17,745		750	18,495
Total.....	100,082	25,647	83,123	208,852	454,049	91,307	184,023	729,379
Tal 1881.....	48,201	10,152	54,760	113,113	428,889	68,500	147,432	644,821

* Includes exports from Port Royal, &c.

† Includes exports from West Point, &c.

THE VISIBLE SUPPLY OF COTTON, as made up by cable and telegraph, is as follows. The Continental stocks are the figures of last Saturday, but the totals for Great Britain and the Adcof for the Continent are this week's returns, and consequently brought down to Thursday evening; hence, to make the totals the complete figures for to-night (Nov. 3), we add the items of exports from the United States, including in it the exports of Friday only.

	1882.	1881.	1880.	1879.
Stock at Liverpool.....bales.	462,000	509,000	407,000	296,000
Stock at London.....	75,400	46,000	42,200	52,831
Total Great Britain stock ..	537,400	555,000	449,200	348,831
Stock at Havre.....	111,000	131,000	58,200	82,000
Stock at Marseilles.....	2,300	4,300	7,640	436
Stock at Barcelona.....	27,000	56,800	32,800	3,873
Stock at Hamburg.....	3,500	13,000	3,700	1,500
Stock at Bremen.....	29,500	38,500	24,500	19,900
Stock at Amsterdam.....	6,700	16,600	10,400	17,300
Stock at Rotterdam.....	1,300	1,360	1,570	3,760
Stock at Antwerp.....	1,000	2,300	981	
Stock at other continental ports.	14,400	15,500	12,500	5,091

Total continental ports.... 196,700 282,360 152,291 133,880

Total European stocks...	734,100	837,360	601,491	482,711
India cotton adcof for Europe.	127,000	99,000	69,000	81,912
Amer's cotton adcof for Europe.	399,000	305,000	449,000	376,827
Egypt, Brazil, &c., adcof for Europe.	15,000	33,000	29,000	44,285
Stock in United States ports...	578,949	693,602	702,168	585,903
Stock in U. S. interior towns...	145,505	254,938	204,759	133,905
United States exports to-day...	38,619	10,000	14,000	50,000

Total visible supply.....2,038,173 2,232,900 2,060,416 1,755,633

Of the above, the totals of American and other descriptions are as follows:

American—				
Liverpool stock.....	183,000	399,000	278,000	160,000
Continental stocks.....	78,000	128,000	69,000	46,000
American adcof for Europe.....	399,000	305,000	449,000	376,827
United States interior stocks.....	578,949	693,602	702,168	585,903
United States interior towns.....	145,505	254,938	204,759	133,905
United States exports to-day.....	38,619	10,000	14,000	50,000

Total American.....1,423,073 1,790,540 1,716,925 1,358,725

East Indian, Brazil, &c.—				
Liverpool stock.....	279,000	110,000	129,000	130,000
London stock.....	75,400	46,000	42,200	52,831
Continental stocks.....	118,700	154,330	81,291	87,880
India adcof for Europe.....	127,000	99,000	69,000	81,912
Egypt, Brazil, &c., adcof.....	15,000	33,000	29,000	44,285

Total East India, &c.....615,100 442,360 343,491 396,998

Total American.....1,423,073 1,790,540 1,716,925 1,358,725

Total visible supply.....2,038,173 2,232,900 2,060,416 1,755,633

Price Mid. Up. Liverpool.....6 1/2d. 6 1/2d. 6 1/2d. 6 1/2d.

The imports into Continental ports this week have been 23,000 bales.

The above figures indicate a decrease in the cotton in sight to-night of 194,727 bales as compared with the same date of 1881, a decrease of 22,243 bales as compared with the corresponding date of 1880 and an increase of 282,649 bales as compared with 1879.

AT THE INTERIOR TOWNS THE MOVEMENT—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1881—is set out in detail in the following statement:

TOWNS.	This week.	Since Sept. 1, 1882.	This week.	Since Nov. 3, 1882.	This week.	Since Sept. 1, 1881.	This week.	Since Nov. 4, 1881.
Albany, Ga.	10,636	67,929	7,479	11,674	10,367	59,208	6,353	6,353
Atlanta, Ga.	5,303	41,166	4,115	5,814	5,814	40,502	5,814	5,814
Augusta, Ga.	4,090	27,837	2,650	4,429	4,429	32,125	3,927	3,927
Chattanooga, Ga.	7,851	62,532	8,071	6,200	6,200	49,531	6,103	6,103
Montgomery, Ala.	6,363	41,352	6,387	4,834	4,834	36,521	5,220	5,220
Mobile, Ala.	2,345	13,279	4,617	1,369	1,369	11,524	1,369	1,369
New Orleans, La.	5,306	43,724	5,306	4,617	4,617	38,104	1,228	1,228
Shreveport, La.	2,271	14,460	1,979	1,865	1,865	13,575	1,865	1,865
Dallas, Tex.	600	2,440	600	2,293	2,293	2,725	363	363
Fort Worth, Tex.	4,610	20,143	5,047	9,115	9,115	28,774	2,563	8,121
Vicksburg, Miss.	3,136	19,113	2,703	3,005	3,005	21,785	3,241	6,004
Columbus, Miss.	5,283	38,301	5,308	4,749	4,749	32,143	5,013	5,013
Memphis, Tenn.	7,484	43,724	6,387	4,834	4,834	36,521	5,220	5,220
St. Louis, Mo.	4,687	18,377	4,687	4,617	4,617	30,532	4,310	4,310
St. Paul, Minn.	2,665	17,124	2,415	1,000	1,000	7,066	1,463	1,463
Chicago, Ill.	16,765	71,324	13,227	16,617	16,617	103,439	1,945	4,918
Indianapolis, Ind.	14,034	63,784	12,127	3,202	3,202	67,600	11,101	11,101
Cincinnati, O.	612,112	3,127						
Total old towns.	127,831	612,112	100,338	145,505	145,505	756,391	60,182	254,938
Northey, S. C.	1,244	7,386	1,274	16	16	6,103	653	1,006
Richmond, N. C.	3,560	17,551	3,204	1,631	1,631	3,908	3,908	3,908
Petersburg, Va.	1,633	3,769	1,471	1,310	1,310	3,037	2,757	2,757
Louisville, Ky.	3,004	8,524	2,736	4,410	4,410	6,435	631	3,575
Little Rock, Ark.	3,004	8,524	2,187	2,120	2,120	9,907	604	3,757
Birmingham, Ala.	1,416	17,617	1,393	1,610	1,610	11,508	1,779	1,616
Houston, Tex.	33,733	26,911	26,911	23,400	23,400	106,941	1,779	18,005
Total new towns.	45,283	304,181	87,076	29,557	29,557	27,835	29,043	35,205
Total all.	173,119	916,293	187,414	175,062	175,062	784,226	290,140	290,140

* This year's figures estimated.

The above totals show that the old interior stocks have increased during the week 27,593 bales, and are to-night 109,433 bales less than at the same period last year. The receipts at the same towns have been 10,961 bales more than the same week last year, and since September 1 the receipts at all the towns are 33,979 bales less than for the same time in 1881.

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending—	Receipts at the Ports.			St'k at Interior Towns.			Rec'ts from Plantations.		
	1880.	1881.	1882.	1880.	1881.	1882.	1880.	1881.	1882.
Aug. 18.	8,806	20,583	6,356	33,068	45,371	16,583	3,274	17,686	1,706
" 25.	21,123	33,071	12,539	33,471	49,492	14,827	20,926	30,199	10,144
Sept. 1.	42,062	46,722	22,632	32,719	46,429	15,536	41,323	52,632	24,831
" 8.	61,117	72,314	26,688	36,892	57,410	16,519	67,707	83,600	29,661
" 15.	104,006	94,052	49,512	51,674	75,453	19,115	115,067	112,094	32,108
" 22.	180,413	112,263	77,223	77,888	103,779	29,985	102,067	140,630	68,600
" 29.	172,222	184,756	136,473	66,331	124,526	46,622	160,684	125,309	103,116
Oct. 6.	160,094	174,810	178,883	121,500	155,529	76,892	229,272	205,943	210,128
" 13.	210,367	191,058	206,196	147,613	193,561	95,675	231,771	232,058	224,940
" 20.	283,341	192,631	242,829	179,782	223,755	125,039	268,220	224,753	271,606
" 27.	254,830	210,567	241,733	209,375	251,532	189,317	284,613	233,334	220,018
Nov. 3.	251,768	225,225	256,023	240,529	290,140	175,062	282,755	263,893	292,256

The above statement shows—1. That the total receipts from the plantations since September 1, in 1882 were 1,582,273 bales; in 1881 were 1,663,761 bales; in 1880 were 1,843,783 bales.

2. That, although the receipts at the out-ports the past week were 256,623 bales, the actual movement from plantations was 292,398 bales, the balance going to increase the stocks at the interior towns. Last year the receipts from the plantations for the same week were 263,893 bales and for 1880 they were 282,755 bales.

AMOUNT OF COTTON IN SIGHT NOVEMBER 3.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to November 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1882.	1881.
Receipts at the ports to November 3....bales.	1,423,666	1,424,046
Interior stocks in excess of Sept. 1 on Nov. 3..	158,607	244,715
Total receipts from plantations.....	1,582,273	1,668,761
Net overland to November 1.....	93,857	128,083
Southern consumption to November 1.....	59,000	45,000
Total in sight November 3.....	1,735,130	1,839,844

It will be seen by the above that the decrease in amount in sight to-night, as compared with last year, is 104,714 bales.

WEATHER REPORTS BY TELEGRAPH.—The weather still continues very favorable for crop purposes at most all points in the cotton region, and picking and marketing are making excellent progress.

Galveston, Texas.—The weather has been warm and dry during the past week. Picking is progressing finely everywhere, but it is very doubtful about being able to pick all that is made, and in some sections as high as one dollar and twenty-five cents per hundred is being paid. The thermometer has ranged from 75 to 81, averaging 78. Rainfall during the month of October seven inches and twenty-two hundredths.

Indianola, Texas.—The weather has been warm and dry during the past week. Excellent progress is being made in picking. Average thermometer 78, highest 87 and lowest 69. During the month of October the rainfall reached four inches and forty-two hundredths.

Dallas, Texas.—We have had warm and dry weather all of the past week. Picking is progressing finely in consequence of the splendid weather. The thermometer has averaged 78, the highest being 86 and the lowest 69. Rainfall for the month of October ten inches and seventy-two hundredths.

Brenham, Texas.—The weather has been warm and dry the past week. Excellent progress is making in picking. The thermometer has averaged 84, ranging from 78 to 90. The rainfall during the month of October reached six inches and twenty-five hundredths.

Palestine, Texas.—We have had warm and dry weather during the past week, and in consequence picking makes good progress. Average thermometer 75, highest 86, lowest 69. During the month of October the rainfall reached eight inches and ten hundredths.

Huntsville, Texas.—We have had no rain during the past week, and picking is progressing finely. The thermometer has ranged from 74 to 88, averaging 81. Rainfall for the month of October three inches and fifty-nine hundredths.

Weatherford, Texas.—The weather has been warm and dry during the past week. Crop accounts are more favorable, and good progress is being made in picking. The thermometer has averaged 78, the highest being 87 and the lowest 70. During the month of October the rainfall reached one inch and eighty-five hundredths.

Bellon, Texas.—We have had warm and dry weather during the past week. Excellent progress is being made in picking. The thermometer has averaged 73, ranging from 61 to 83. Rainfall during October two inches and sixty-three hundredths.

Luling, Texas.—The weather has been warm and dry during all of the past week. Picking is progressing finely. This is splendid picking weather. Average thermometer 83, highest 92 and lowest 73. During the month of October the rainfall reached fifty-four hundredths of an inch.

New Orleans, Louisiana.—We have had no rain during the past week. The thermometer averaged 74.

Shreveport, Louisiana.—Telegram not received.

Vicksburg, Mississippi.—The earlier part of the past week was clear and pleasant, but during the latter portion we have had rain on two days. The weather is now turning colder.

Columbus, Mississippi.—We have had rain on one day of the past week, the rainfall reaching twenty-three hundredths of an inch. Average thermometer 70, highest 81, lowest 59. Rainfall for the month of October three inches and forty-four hundredths.

Little Rock, Arkansas.—It has been cloudy on four days of the past week, with rain on two, and the rainfall reached two inches and seventy-one hundredths. The thermometer has ranged from 57 to 82, averaging 68. During the month of October we had rain on seven days and the rainfall reached five inches and six hundredths. The thermometer ranged from 45 to 83, averaging 66.

Memphis, Tennessee.—We have had rain on five days of the past week, the rainfall reaching one inch and twelve hundredths. It has been cloudy all the week. Planters are marketing their crop freely. The thermometer has averaged 68, the highest being 81 and the lowest 59. It rained on thirteen days during October and the rainfall reached four inches and eight hundredths. The thermometer ranged from 46 to 88, and averaged 77.

Nashville, Tennessee.—Telegram not received.

Mobile, Alabama.—It has been showery on one day and has rained severely on one day of the past week, the rainfall reaching five inches and twenty hundredths. Picking is progressing finely. Average thermometer 71, highest 82 and lowest 56. During the month of October the rainfall reached eight inches and twenty-nine hundredths.

Montgomery, Alabama.—It has rained on one day of the past week, and the balance of the week has been warm and dry; but the weather to-day is cloudy and threatening. The rainfall reached sixty-five hundredths of an inch. Picking is progressing finely, and there is plenty to pick. The thermometer has ranged from 49 to 83, averaging 68. Rainfall for the month of October two inches and forty hundredths.

Selma, Alabama.—It has rained on one day of the past week, and the remainder of the week has been pleasant. The rainfall reached sixty hundredths of an inch. The thermometer has averaged 67.

Madison, Florida.—We have had rain on two days of the past week, and the remainder of the week has been pleasant. About two-thirds of the crop has been picked and is being marketed freely. The thermometer has ranged from 63 to 76, averaging 72.

Macon, Georgia.—It has rained on two days of the past week and is now cloudy. The thermometer has ranged from 46 to 80, averaging 61. During the month of October the rainfall reached one inch and seventy hundredths.

Columbus, Georgia.—We have had rain on one day of the past week, the rainfall reaching ninety hundredths of an inch. The thermometer has ranged from 64 to 83, averaging 77. Rainfall for October two inches and ninety hundredths.

Savannah, Georgia.—It has rained lightly on one day of the past week, but the rainfall was inappreciable. The thermometer has averaged 69, ranging from 62 to 80.

Augusta, Georgia.—The weather during the past week has been pleasant but warm for this season of the year, with light rain on three days. The rainfall reached twenty hundredths of an inch. Picking is progressing finely and the crop is being marketed freely. About two-thirds of the crop has been picked and about twenty-five to thirty per cent has been marketed. The week closes cloudy and decidedly cooler. The thermometer has averaged 67, the highest being 83 and the lowest 49. During the month of October the rainfall reached two inches and seventy-eight hundredths.

Atlanta, Georgia.—Telegram not received.

Charleston, South Carolina.—We have had no rain during the past week. The thermometer has averaged 69, ranging from 58 to 80.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock November 2, 1882, and November 3, 1881.

	Nov. 2, '82.		Nov. 3, '81.	
	Fest.	Inch.	Fest.	Inch.
New Orleans	12	8	10	7
Memphis	6	5	17	9
Nashville	1	8	4	2
Shreveport	16	8	14	8
Vicksburg	8	9	23	5

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

COTTON CONSUMPTION AND OVERLAND MOVEMENT TO NOVEMBER 1.—In our editorial columns to-day will be found our usual Overland Movement brought down to November 1.

EAST INDIA CROP.—Messrs. Wallace & Co., under date of Bombay, Sept. 29, speak as follows with regard to the crop: "The weather has been very propitious since the date of our last report, and prospects of a crop large in quantity and good in quality could not be more favorable. The Oomrawuttee new crop will probably come to market a fortnight earlier than last year, and the Hingenghat, which is very well reported on, should also be early, say, arriving in little over a month from now. Moderate transactions in the new crop, almost entirely amongst natives, continues to be made in Oomrawuttee and Broach descriptions, but prices asked are above the ideas of exporters."

"COTTON MOVEMENT" CHART.—We have received from Messrs. Ewen Bros., cotton merchants, of 31 and 33 Broad Street, city, a copy of the second edition of their cotton movement chart. It embraces statistics relating to the cotton crop, including receipts, exports, home and foreign consumption, fluctuations of "milling uplands" in New York and Liverpool, &c., thus affording a useful comparison to the eye, and should be of value as a ready reference to all those who are interested in cotton movements.

—Mr. A. B. Shepperson has this week issued his "Cotton Facts." This little book seems to be even fuller than ever of information useful to all in the cotton trade, and will, we have no doubt, find a wide circulation, as it richly deserves. The only criticism on the book we have to make is, that it reproduces our Visible Supply figures for eleven years, without giving the CHRONICLE any credit. Still, that is done weekly by half the papers in the country, although the figures are exclusively ours, and collected for us and cabled to us at a large cost. As we are on the subject, we may as well add that we copyright the CHRONICLE every week, and it is not at all unlikely that we shall one of these days amuse ourselves by bringing about a thousand suits (more or less) for the purpose of teaching the defendants the laws of *meum et tuum*.

JUTE BUTTS, BAGGING, &c.—Bagging has shown no improvement and the only trade doing is of a jobbing character. Prices are rather easy, and sellers are disposed to accept offers for quantities, and at the close the ruling figures are 7½¢. for 1½ lbs., 7¼¢. for 1¾ lbs., 8½¢. for 2 lbs. and 9½¢. for standard grades. Butts are in light request and the market is rather quiet. A few inquiries are reported for parcels on the way, while spot lots are neglected. The sales for the past month, spot and to arrive, aggregate 50,000 bales at 2 3-16@2½¢. as to quality. The stock here and in Boston is 26,900 bales. For parcels to arrive 2¼@2½¢. for paper grades and 2½@2½¢. for bagging are the closing figures; but on spot a shade more money is wanted.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows.

In January and February, 1882, large additions to our port receipts were made for omissions during previous weeks of a portion of the City Point, &c., movement. Consequently we have now revised our weekly and monthly tables of receipts from Sept. 1, 1881, to Feb. 1, 1882, and incorporated the omissions in the weeks to which they belong instead of inserting them in bulk in December and January.

Monthly Receipts.	Year Beginning September 1.					
	1882	1881.	1880.	1879.	1878.	1877.
Sept/mch/1	326,656	429,777	458,478	333,643	288,848	95,272
October..	930,581	853,195	968,318	883,492	689,261	593,682
Total year	1,377,21	1,282,972	1,426,796	1,222,135	978,112	678,954
Per centage of tot. port receipts Oct. 31 ..		27.18	24.29	24.43	21.99	15.62

This statement shows that up to Oct. 31 the receipts at the ports this year were 24,268 bales more than in 1881 and 119,558 bales less than at the same time in 1880. By adding to the above totals to Oct. 31 the daily receipts since that time

We shall be able to reach an exact comparison of the movement for the different years.

	1882.	1881.	1880.	1879.	1878.	1877.
Total Sp. 30	326,656	429,777	458,478	333,643	288,848	95,272
Oct. 1.....	8.	19,012	35,186	20,785	23,599	13,941
" 2.....	30,981	8.	31,901	21,190	23,283	9,741
" 3.....	25,177	36,637	8.	35,016	17,537	12,179
" 4.....	25,140	27,147	39,051	25,784	24,181	10,720
" 5.....	32,469	25,535	33,553	8.	22,862	12,903
" 6.....	36,417	23,398	25,374	37,355	8.	10,210
" 7.....	21,231	43,081	25,164	25,809	25,800	8.
" 8.....	8.	33,710	44,049	21,335	24,369	18,609
" 9.....	49,519	8.	30,586	23,504	24,967	21,523
" 10.....	27,136	42,489	8.	35,611	22,539	19,304
" 11.....	29,132	24,839	33,937	21,819	27,622	18,399
" 12.....	32,664	26,969	37,697	8.	25,343	21,302
" 13.....	46,454	26,214	34,515	41,177	8.	11,875
" 14.....	33,345	36,905	33,776	27,876	26,402	8.
" 15.....	8.	26,144	39,556	26,622	29,014	35,142
" 16.....	55,598	8.	44,637	23,325	27,764	21,681
" 17.....	31,687	43,315	8.	40,395	20,348	20,815
" 18.....	31,156	21,811	38,729	34,763	31,161	21,359
" 19.....	39,417	23,257	37,058	8.	22,510	23,632
" 20.....	51,128	33,964	35,657	43,101	8.	21,673
" 21.....	30,952	41,145	31,901	32,551	34,634	8.
" 22.....	8.	30,998	48,366	25,507	22,873	30,656
" 23.....	49,132	8.	35,713	35,566	23,157	27,174
" 24.....	33,572	42,631	8.	42,970	25,275	26,606
" 25.....	36,559	26,415	50,187	26,434	33,787	22,098
" 26.....	46,620	33,291	35,115	8.	22,759	29,439
" 27.....	50,900	24,810	35,110	50,407	8.	27,118
" 28.....	39,168	52,422	33,513	41,656	32,570	8.
" 29.....	8.	29,391	61,192	27,552	24,936	34,194
" 30.....	45,403	8.	36,500	39,430	21,942	31,020
" 31.....	55,626	51,820	8.	60,114	27,824	27,924
Total Oct. 31	1,307,240	1,282,972	1,426,796	1,222,135	978,112	678,959
Nov. 1.....	36,792	29,134	46,514	30,704	27,243	31,773
" 2.....	38,060	27,151	37,897	8.	21,848	29,165
" 3.....	41,574	35,983	33,538	46,140	8.	33,775
Total Nov. 3	1,423,666	1,375,210	1,544,745	1,295,979	1,027,203	773,672
Percentage of total port receipts Nov. 3	29.13	26.30	25.97	23.10	17.80	

This statement shows that the receipts since Sept. 1 up to to-night are now 48,456 bales more than they were to the same day of the month in 1881 and 121,079 bales less than they were to the same day of the month in 1880. We add to the table the percentages of total port receipts which had been received to November 3 in each of the years named.

INDIA COTTON MOVEMENT FROM ALL PORTS.—We have during the past year been endeavoring to rearrange our India service so as to make our reports more detailed and at the same time more accurate. Hitherto we have found it impossible to keep out of our figures, as cables to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan we have now adopted, as we have reason to believe, will relieve us from the danger of this inaccuracy and keep the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to November 2.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.	This Week.	Since Jan. 1.
1882	14,000	3,000	17,000	776,000	615,000	1,391,000	7,000	1,651,000
1881	3,000	4,000	7,000	317,000	560,000	877,000	15,000	1,212,000
1880	3,000	3,000	6,000	360,000	503,000	863,000	4,000	1,160,000
1879	3,000	3,000	6,000	252,000	357,000	609,000	4,000	832,000

According to the foregoing, Bombay appears to show a decrease compared with last year in the week's receipts of 8,000 bales, and an increase in shipments of 10,000 bales, and the shipments since January 1 show an increase of 514,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

Year	Shipments for the week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
Calcutta—						
1882.....				168,700	38,500	147,200
1881.....	700		700	113,500	37,500	151,000
Madras—						
1882.....				53,700	5,000	58,700
1881.....				21,700	600	22,300
All others—						
1882.....	7,500		7,500	51,100	19,100	73,200
1881.....				25,500	6,100	31,600
Total all—						
1882.....	7,500		7,500	216,500	62,600	279,100
1881.....	700		700	160,700	44,800	205,500

The above totals for the week show that the movement from the ports other than Bombay is 6,800 bales more than same week last year. For the whole of India, therefore, the total shipments since January 1, 1882, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1882.		1881.		1880.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay.....	17,000	1,391,000	7,000	877,000	3,000	863,000
All other ports.....	7,500	279,100	700	205,500	2,300	244,800
Total.....	24,500	1,670,100	7,700	1,082,500	5,300	1,107,800

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

	1882.		1881.		1880.	
Alexandria, Egypt, November 2.						
Receipts (cantars)*—						
This week.....	134,300		150,000		160,000	
Since Sept. 1.....	216,000		622,550		445,500	
Exports (bales)—						
To Liverpool.....	7,000	14,000	10,000	30,500	8,000	28,000
To Continent.....	.....	.....	3,023	7,583	1,372	4,082
Total Europe.....	7,000	14,000	13,023	38,083	9,372	32,082

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending Nov. 2 were 134,300 cantars and the shipments to all Europe were 7,000 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that the market is steady, with an active demand for India at a slight reduction in prices. We give the prices of to-day below, and leave previous weeks' prices for comparison:

	1882.												1881.												1880.											
	32s Cop. Twist.				8 1/2 lbs. Shirts.				Cott'n Mid. Upl's				32s Cop. Twist.				8 1/2 lbs. Shirts.				Cott'n Mid. Upl's				32s Cop. Twist.				8 1/2 lbs. Shirts.				Cott'n Mid. Upl's			
	d.	a.	s.	d.	a.	s.	d.	d.	a.	s.	d.	d.	a.	s.	d.	a.	s.	d.	a.	s.	d.	d.	a.	s.	d.	a.	s.	d.	a.	s.	d.					
Sept. 1	9 1/2	9 1/2	6 1/2	4 1/2	27	10 1/2	7 1/2	7 1/2	8 1/2	9 1/2	6 1/2	5 1/2	27	8 1/2	6 1/2	11 1/2	7 1/2	7 1/2	8 1/2	9 1/2	6 1/2	5 1/2	27	8 1/2	6 1/2	11 1/2	7 1/2	7 1/2	8 1/2	9 1/2	6 1/2					
" 15	9 1/2	9 1/2	6 1/2	4 1/2	27	10 1/2	7 1/2	7 1/2	8 1/2	9 1/2	6 1/2	5 1/2	27	8 1/2	6 1/2	11 1/2	7 1/2	7 1/2	8 1/2	9 1/2	6 1/2	5 1/2	27	8 1/2	6 1/2	11 1/2	7 1/2	7 1/2	8 1/2	9 1/2	6 1/2					
" 22	9 1/2	9 1/2	6 1/2	4 1/2	27	10 1/2	7 1/2	7 1/2	8 1/2	9 1/2	6 1/2	5 1/2	27	8 1/2	6 1/2	11 1/2	7 1/2	7 1/2	8 1/2	9 1/2	6 1/2	5 1/2	27	8 1/2	6 1/2	11 1/2	7 1/2	7 1/2	8 1/2	9 1/2	6 1/2					
" 29	9 1/2	9 1/2	6 1/2	3 1/2	27	9 1/2	6 1/2	6 1/2	9 1/2	9 1/2	6 1/2	6 1/2	28	0	0	7 1/2	6 1/2	6 1/2	9 1/2	9 1/2	6 1/2	6 1/2	28	0	0	7 1/2	6 1/2	6 1/2	9 1/2	9 1/2	6 1/2					
Oct. 6	9 1/2	9 1/2	6 1/2	3 1/2	27	9 1/2	6 1/2	6 1/2	9 1/2	9 1/2	6 1/2	6 1/2	28	0	0	7 1/2	6 1/2	6 1/2	9 1/2	9 1/2	6 1/2	6 1/2	28	0	0	7 1/2	6 1/2	6 1/2	9 1/2	9 1/2	6 1/2					
" 13	9 1/2	9 1/2	6 1/2	3 1/2	27	9 1/2	6 1/2	6 1/2	9 1/2	9 1/2	6 1/2	6 1/2	28	0	0	7 1/2	6 1/2	6 1/2	9 1/2	9 1/2	6 1/2	6 1/2	28	0	0	7 1/2	6 1/2	6 1/2	9 1/2	9 1/2	6 1/2					
" 20	9 1/2	9 1/2	6 1/2	3 1/2	27	9 1/2	6 1/2	6 1/2	9 1/2	9 1/2	6 1/2	6 1/2	28	0	0	7 1/2	6 1/2	6 1/2	9 1/2	9 1/2	6 1/2	6 1/2	28	0	0	7 1/2	6 1/2	6 1/2	9 1/2	9 1/2	6 1/2					
" 27	9 1/2	9 1/2	6 1/2	3 1/2	27	9 1/2	6 1/2	6 1/2	9 1/2	9 1/2	6 1/2	6 1/2	28	0	0	7 1/2	6 1/2	6 1/2	9 1/2	9 1/2	6 1/2	6 1/2	28	0	0	7 1/2	6 1/2	6 1/2	9 1/2	9 1/2	6 1/2					
Nov. 3	9 1/2	9 1/2	6 1/2	3 1/2	27	9 1/2	6 1/2	6 1/2	9 1/2	9 1/2	6 1/2	6 1/2	28	0	0	7 1/2	6 1/2	6 1/2	9 1/2	9 1/2	6 1/2	6 1/2	28	0	0	7 1/2	6 1/2	6 1/2	9 1/2	9 1/2	6 1/2					

THE FOLLOWING ARE THE RECEIPTS OF COTTON AT NEW YORK, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1882:

Receipts from—	New York.		Boston.		Philadelphia.		Baltimore.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
N. Orleans.....	8,619	47,156	.....	.....	.....	.....	.....	.....
Texas.....	9,659	57,017	3,290	3,290	.....	.....	.....	.....
Savannah.....	12,428	70,037	2,579	14,220	1,249	5,827	5,229	26,792
Mobile.....	.....	.....	.....	.....	.....	.....	.....	.....
Florida.....	430	927	.....	.....	.....	.....	.....	.....
S. Carolina.....	6,107	46,093	.....	.....	700	3,656	1,159	7,799
N. Carolina.....	1,783	11,670	.....	.....	.....	.....	.....	.....
Virginia.....	14,788	51,882	8,597	19,417	10,165	3,161	24,511	.....
North. pnts.....	.....	.....	3,614	17,329	.....	.....	.....	179
Tenn. &c.....	1,652	7,137	3,052	15,005	2,136	8,178	164	1,523
Foreign.....	.....	1,002	.....	.....	.....	.....	.....	.....
This year.....	55,466	292,901	12,535	59,041	6,032	27,826	10,259	62,574
Last year.....	40,713	264,139	14,926	57,762	2,556	13,955	11,420	48,246

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 147,188 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week:

	Total bales.
New York—To Liverpool, per steamers Adriatic, 1,769.....	1,769
Arizona, 1,942..... Britannia, 2,091.....	2,091
Egypt, 2,286..... Gallia, 926..... Sirius, 2,616.....	14,568
To Hull, per steamer Otranto, 1,300.....	1,300
To Havre, per steamers Canada, 1,419..... Ville de Marseilles, 1,262.....	2,681
To Bremen, per steamer Dothan, 1,500.....	1,500
To Hamburg, per steamers Bohemia, 2,516..... Westphalia, 383.....	2,899
To Antwerp, per steamers Jan Breydel, 601..... Zeeland, 1,040.....	2,151
To Amsterdam, per steamer Amsterdam, 1,600.....	1,600
To Copenhagen, per steamer Geiser, 838.....	838
NEW ORLEANS—To Liverpool, per steamers Celia, 5,240..... Explorer, 4,197.....	22,833
Murciano, 4,600..... Serra, 5,150..... Venezuelan, 3,316.....	15,630
To Havre, per steamers Almacary, 7,257..... Dupuy de Lorne, 8,373.....	15,916
To Reval, per steamers Argosy, 5,136..... Lord Derby, 4,700..... Sportsman, 6,030.....	900
To Vera Cruz, per steamer City of Mexico, 900.....	3,925
CHARLESTON—To Liverpool, per bark James Kenway, 1,800.....	4,193
Upland..... Ornate, 2,125 Upland.....	6,990
To Barcelona, per steamer Aurora, 3,505 Upland..... per brig Llesand, 683 Upland.....	6,950
SAVANNAH—To Bremen, per steamer Elsie, 6,990 Upland.....	730
To Reval, per steamer Regia, 6,950 Upland.....	18,638
To Barcelona, per bark Barba Azul, 750 Upland.....	3,833
TEXAS—To Liverpool, per steamers Australian, 5,271..... Crystal, 7,000.....	6,715
Thourne, 5,867.....	
To Liverpool, per steamer Ashbrooke, 3,838.....	
To Liverpool, per steamers Ranzani, 3,776..... Richmond, 2,939.....	

			Total sales.
BALTIMORE	To Liverpool, per steamers Cubano, 3,209 ... Mein-	ton, 100 (additional) ... Pedro, 1,299	4,008
Do	To Bremen, per steamers America, 1,459 ... Strassburg, 757	(additional)	2,166
BOSTON	To Liverpool, per steamers Glamorgan, 1,086 ... Par-	thia, 1,132	2,218
PHILADELPHIA	To Liverpool, per steamers British Queen, 2,500	... Pennsylvania, 831	3,331
Total			147,188

The particulars of these shipments, arranged in our usual form, are as follows:

	Liver-	Bremen	Amst'dam	Havre	Ant-	Barce-	Ver-	
	pool.	burg.	scerp.	Reval.	lona.	Cruz.	Total.	
New York	14,563	2,681	4,399	3,751			27,537	
N. Orleans	22,833	15,030			15,916	900	53,279	
Charleston	3,925				4,193		8,118	
Savannah			6,990		6,950	750	14,690	
Texas	18,638	3,838	6,715				29,191	
Baltimore	4,608		2,166				6,774	
Boston	2,218						2,218	
Philadelphia	3,331						3,331	
Total	70,171	22,119	20,270	3,751	22,963	4,913	900	147,188

Included in the above total from New York are 1,300 bales to Hull and 838 bales to Copenhagen.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	1/4 @ 5/16	1/4 @ 5/16	1/4 @ 5/16	1/4 @ 5/16	1/4 @ 5/16	1/4 @ 5/16
Do sail...						
Havre, steam...	9/16*	9/16*	9/16*	9/16*	9/16*	9/16*
Do sail...						
Bremen, steam...	9/16*	9/16*	9/16*	9/16*	9/16*	9/16*
Do sail...						
Hamburg, steam d.	1/2*	1/2*	1/2*	1/2*	1/2*	1/2*
Do sail...						
Amst'dam, steam...	9/32*	9/32*	9/32*	9/32*	9/32*	9/32*
Do sail...						
Baltic, steam...	3/8*	3/8*	3/8*	3/8*	3/8*	3/8*
Do sail...						
Barcelona, steam...	3/4*	3/4*	3/4*	3/4*	3/4*	3/4*
Do sail...						

* Compressed.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port:

	Oct. 13.	Oct. 20.	Oct. 27.	Nov. 3.
Sales of the week	64,000	48,000	53,000	62,000
Of which exporters took	4,900	6,500	6,100	10,000
Of which speculators took	2,300	700	530	860
Sales American	46,000	31,500	33,500	41,000
Actual export	6,500	5,000	7,400	4,900
Forwarded	5,300	5,500	8,500	9,600
Total stock—Estimated	438,000	449,000	448,000	462,000
Of which American—Estimated	114,000	150,000	161,000	183,000
Total import of the week	45,000	61,000	61,000	80,000
Of which American	30,000	38,500	52,000	68,000
Amount afloat	217,000	228,000	221,000	260,000
Of which American	114,000	110,000	140,000	172,000

The tone of the Liverpool market for spots and futures each day of the week ending Nov. 3, and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday	Tuesday	Wednes.	Thursd'y	Friday
Market, 12:30 P.M.	Dull.	Steadier.	Firm.	Easier.	Tending down.	Steady.
Mid. Up'ds	65 1/8	65 1/8	6 3/8	6 3/8	65 1/8	65 1/8
Mid. Or'ns	61 1/8	61 1/8	6 3/8	6 3/8	61 1/8	61 1/8
Sales	6,000	12,000	12,000	10,000	10,000	12,000
Spots & exp.	1,000	1,000	2,000	1,000	2,000	2,000
Futures.						
Market, 12:30 P.M.	Steady.	Quieter.	Steady.	Dull.	Depressed	Quiet.
Market, 5 P.M.	Firm.	Quiet.	Steadier.	Steady.	Barely steady.	Irregular.

The actual sales of futures at Liverpool for the same week are given below. These sales are on the basis of Uplands, Low Middling clause, unless otherwise stated.

SATURDAY.

Delivery.	d.	Delivery.	d.	Delivery.	d.
Oct-Nov.	61 1/4 @ 12 1/4	Mar-Apr.	66 1/4 @ 7 1/4	Dec-Jan.	64 1/4 @ 6 1/4
Oct-Nov.	65 1/4 @ 2 1/4	Apr-May.	68 1/4 @ 9 1/4	Feb-Mar.	64 1/4 @ 6 1/4
Nov-Dec.	62 1/4 @ 3 1/4	May-June.	61 1/4	Mar-Apr.	68 1/4
Dec-Jan.	62 1/4 @ 4 1/4		61 1/4 @ 11 1/4	Apr-May.	61 1/4 @ 10 1/4
Jan-Feb.	63 1/4 @ 4 1/4	Oct-Nov.	61 1/4 @ 14 1/4	May-June.	61 1/4 @ 13 1/4
Feb-Mar.	64 1/4 @ 4 1/4	Oct-Nov.	67 1/4	June-July.	61 1/4 @ 14 1/4
	64 1/4 @ 5 1/4	Nov-Dec.	64 1/4 @ 5 1/4		

MONDAY.

Oct.....	61 ⁶⁴ ₆₄ @ 16 ¹⁶ ₆₄	Oct.....	61 ⁶⁴ ₆₄ @ 13 ¹⁶ ₆₄	Dec-Jan.....	69 ⁶⁴ ₆₄
Oct-Nov.....	67 ¹⁶ ₆₄ @ 17 ¹⁶ ₆₄	Feb-Mar.....	62 ⁶⁴ ₆₄ @ 21 ¹⁶ ₆₄	Jan-Feb.....	61 ⁶⁴ ₆₄
Nov-Dec.....	65 ⁶⁴ ₆₄ @ 12 ¹⁶ ₆₄	Oct-Nov.....	61 ⁶⁴ ₆₄ @ 16 ¹⁶ ₆₄	Feb-Mar.....	61 ⁶⁴ ₆₄
Dec-Jan.....	68 ⁶⁴ ₆₄ @ 24 ¹⁶ ₆₄	Nov-Dec.....	69 ⁶⁴ ₆₄ @ 11 ¹⁶ ₆₄	Mar-Apr.....	61 ⁶⁴ ₆₄
Jan-Feb.....	68 ⁶⁴ ₆₄ @ 14 ¹⁶ ₆₄	Dec-Jan.....	61 ⁶⁴ ₆₄ @ 16 ¹⁶ ₆₄	May-June.....	61 ⁶⁴ ₆₄
Feb-Mar.....	67 ⁶⁴ ₆₄ @ 24 ¹⁶ ₆₄	Jan-Feb.....	61 ⁶⁴ ₆₄ @ 12 ¹⁶ ₆₄	June-July.....	61 ⁶⁴ ₆₄
Mar-Apr.....	69 ⁶⁴ ₆₄ @ 11 ¹⁶ ₆₄	Feb-Mar.....	61 ⁶⁴ ₆₄ @ 16 ¹⁶ ₆₄	Oct-Nov.....	61 ⁶⁴ ₆₄
		Mar-Apr.....	61 ⁶⁴ ₆₄ @ 16 ¹⁶ ₆₄	June-July.....	61 ⁶⁴ ₆₄
		Apr-May.....	61 ⁶⁴ ₆₄ @ 16 ¹⁶ ₆₄	Oct-Nov.....	61 ⁶⁴ ₆₄
		May-June.....	62 ⁶⁴ ₆₄ @ 20 ¹⁶ ₆₄	Dec-Jan.....	69 ⁶⁴ ₆₄
		June-July.....	61 ⁶⁴ ₆₄ @ 14 ¹⁶ ₆₄	Feb-Mar.....	61 ⁶⁴ ₆₄
		Oct-Nov.....	61 ⁶⁴ ₆₄ @ 14 ¹⁶ ₆₄	Apr-May.....	61 ⁶⁴ ₆₄
		Dec-Jan.....	61 ⁶⁴ ₆₄ @ 17 ¹⁶ ₆₄	May-June.....	61 ⁶⁴ ₆₄
		Feb-Mar.....	69 ⁶⁴ ₆₄ @ 16 ¹⁶ ₆₄	June-July.....	62 ⁶⁴ ₆₄

The following are closing quotations:

FLOUR.			
No. 2 spring... bbl.	\$2 10 3/4	3 00	City shipping extras \$5 00 5/40
No. 2 winter.....	3 00 3/4	3 80	Southern bakers and
Superfine.....	3 13 1/2	4 00	family brands.....
Spring wheat extras.	4 25 1/2	5 50	South ship's extras.
do bakers'.....	5 50 1/2	6 00	Rye flour, superfine..
Wis. & Minn. rye mix.	5 50 1/2	6 00	Corn meal.....
Min. clear and strat.	5 00 1/2	7 00	Western, &c.....
Winter ship's extras.	4 00 1/2	4 40	Brandywine, &c.....
Patents, spring.....	6 25 1/2	8 50	Buck's flour, 100 lbs.
Patents, winter.....	6 25 1/2	7 25	3 25 1/2 3 50

GRAIN.

Wheat—					
Spring, per bush.	...	...	...	...	...
Spring No. 2.....	...	...	...	...	...
Red winter.....	...	...	...	...	...
Red winter, No. 2	...	...	...	...	...
White No. 1.....	...	...	...	...	...
White No. 2.....	...	...	...	...	...
Corn—West. mixed	...	...	...	...	...
West. mix. No. 2.	...	...	...	...	...
White.....	...	...	...	...	...
Yellow.....	...	...	...	...	...
Buckwheat.....	...	...	...	...	...

(From the "New York Produce Exchange Weekly.")

Receipts of flour and grain at Western lake and river ports for the week ending Oct. 23, 1882:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Chicago.....	105,146	763,875	1,018,504	687,182	241,068	39,107
St. Louis.....	106,890	236,973	23,510	66,400	227,597	16,912
St. Paul.....	18,156	387,834	83,185	87,821	6,685	4,625
Detroit.....	3,692	314,445	6,389	33,314	29,314	.....
Cleveland.....	1,751	109,110	1,755	38,090	4,533	.....
St. Louis.....	61,483	731,278	76,155	21,830	148,236	29,365
Peoria.....	1,062	10,130	275,600	241,625	13,050	31,149
Galena.....	.....	.....	.....	.....	.....	.....

Total..... 293,090 2,583,645 1,488,133 1,372,072 672,513 162,172
Same time '81. 225,766 859,018 2,220,620 651,121 536,783 103,376

Total receipts at same ports from Dec. 26, 1881, to Oct. 23, 1882, inclusive, for four years:

Flour..... bbls.	1881-82.	1880-81.	1879-80.	1878-79.
Flour..... bbls.	6,673,191	7,487,622	5,318,593	5,615,317
Wheat..... bush.	69,802,455	48,617,231	69,279,366	85,956,053
Corn..... bush.	65,215,749	117,740,279	135,167,241	81,821,476
Oats..... bush.	38,613,052	36,122,419	31,128,021	27,388,069
Barley..... bush.	8,840,854	7,705,169	7,170,001	7,861,073
Rye..... bush.	2,637,423	3,128,517	3,247,055	4,206,163

Total grain..... 176,129,573 213,363,636 248,991,694 209,733,834

Comparative receipts (crop movement) at same ports from July 31, 1882, to Oct. 23, 1882, as compared with the previous three years:

Flour..... bbls.	1882.	1881.	1880.	1879.
Flour..... bbls.	2,403,597	2,339,471	2,019,231	1,870,408
Wheat..... bush.	33,457,801	19,191,808	36,329,612	45,962,178
Corn..... bush.	16,024,674	46,337,165	44,485,993	28,165,259
Oats..... bush.	16,593,167	19,618,835	16,169,091	13,229,092
Barley..... bush.	4,012,136	3,713,872	4,964,265	5,421,336
Rye..... bush.	1,433,729	2,129,130	1,854,701	2,291,622

Total grain..... 73,511,716 82,512,810 103,335,210 92,460,397

Comparative shipments of flour and grain from the same ports from Dec. 25, 1881, to Oct. 23, 1882, inclusive, for four years:

Flour..... bbls.	1881-82.	1880-81.	1879-80.	1878-79.
Flour..... bbls.	6,655,700	7,403,236	4,291,599	6,191,815
Wheat..... bush.	48,861,125	43,916,523	62,492,860	70,660,909
Corn..... bush.	56,835,878	98,197,495	114,809,223	76,968,063
Oats..... bush.	39,664,493	39,389,719	26,898,006	19,439,965
Barley..... bush.	3,674,035	3,559,837	3,116,036	4,511,518
Rye..... bush.	2,511,812	1,911,631	2,587,631	3,799,651

Total grain..... 110,517,343 177,955,225 210,163,761 175,430,097

Rail shipments from Western lake and river ports for the week ending:

Flour..... bbls.	1882.	1881.	1880.	1879.
Flour..... bbls.	141,412	141,983	153,856	161,781
Wheat..... bush.	611,318	261,533	376,459	356,564
Corn..... bush.	314,103	973,689	736,235	291,726
Oats..... bush.	614,382	499,794	952,827	492,111
Barley..... bush.	253,897	161,043	175,394	291,670
Rye..... bush.	70,351	74,283	91,267	45,425

Total..... 1,894,056 1,886,253 2,826,182 1,399,436

Rail and lake shipments from same ports for last four weeks:

Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Oct. 23.....	292,303	1,845,605	859,788	729,508	263,897	99,351
Oct. 21.....	258,515	1,284,100	890,573	700,281	262,533	135,720
Oct. 14.....	261,330	1,940,061	1,107,095	731,834	298,533	79,971
Oct. 7.....	210,029	1,338,139	1,077,185	816,117	217,079	69,853

Total..... 1,022,180 6,727,586 3,934,612 2,977,747 872,662 376,895
Oct. 21..... 815,603 3,067,299 9,557,989 2,465,897 751,951 335,811

Receipts of flour and grain at seaboard ports for the week ending Oct. 28:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	14,370	1,638,725	221,550	201,404	288,750	4,292
Boston.....	81,005	97,610	127,883	98,275	18,390	1,090
Portland.....	850	.....	2,000	2,800	.....	.....
Montreal.....	20,250	62,449	.....	1,646	1,590	3,609
Philadelphia.....	19,014	89,750	21,700	13,600	34,650	8,900
Baltimore.....	27,341	141,560	8,600	15,111	.....	5,955
New Orleans.....	18,248	.....	6,377	7,758	.....	.....

Total week..... 815,118 2,863,024 4,08,310 337,591 343,200 58,317
Oct. week '81. 251,197 1,411,929 1,234,780 488,216 251,789 103,305

Total receipts at same ports from Dec. 23, 1881, to Oct. 23, 1882, as compared with the previous three years:

Flour..... bbls.	1881-82.	1880-81.	1879-80.	1878-79.
Flour..... bbls.	9,820,130	10,817,722	8,716,933	9,017,334
Wheat..... bush.	70,935,548	87,961,875	109,069,163	126,744,124
Corn..... bush.	26,847,593	91,346,907	123,414,617	92,871,017
Oats..... bush.	23,789,933	23,789,933	19,981,084	18,795,533
Barley..... bush.	3,453,510	3,146,542	3,031,262	3,245,182
Rye..... bush.	1,119,513	1,313,323	2,083,965	2,349,345

Total grain..... 123,395,771 200,757,635 257,508,127 245,689,421

Exports from United States seaboard ports for week ending Oct. 28, 1882:

From—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Pea, bush.
New York.....	91,900	629,717	3,422	804	21,809	1,202
Boston.....	39,006	21,500	383	256	.....	.....
Portland.....	125	.....	.....	.....	.....	.....
Montreal.....	19,739	205,750	6	509	.....	.....
Philadelphia.....	14,691	66,272	48,500	262	.....	112,605
Baltimore.....	3,912	236,743	.....	.....	.....	.....
New Orleans.....	2,523	221,787	.....	.....	.....	.....

Total for w'k 163,201 1,384,799 54,516 1,822 21,809 113,207
Same time '81. 70,392 731,979 1,125,971 58,589 41,501 316,998

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Oct. 23, 1882, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	3,619,373	362,209	2,141,295	20,991	109,629
Do. afloat (est.)	813,030	24,000	.....	40,000	68,000
Albany.....	10,500	46,000	158,750	132,000	40,500
Buffalo.....	1,105,550	26,797	91,632	168,322	17,115
Chicago.....	2,860,813	1,415,818	197,949	172,805	292,641
Minneapolis.....	169,592	3,831	5,499	135,601	39,281
Duluth.....	650,000	.....	.....	.....	.....
Detroit.....	619,097	73,036	69,248	2,000	12,013
Omaha.....	242,139	997	35,520	2,522	906
Oswego.....	120,000	133,000	2,000	480,000	.....
St. Louis.....	451,224	78,196	76,269	123,631	23,219
Boston.....	57,676	4,851	61,029	8,139	661
Toronto.....	92,419	.....	200	191,808	5,145
Montreal.....	173,480	10,000	12,740	11,312	.....
Philadelphia.....	238,492	51,391	226,616	.....	.....
Peoria.....	5,782	112,548	281,121	12,440	97,681
Indianapolis.....	229,460	16,900	18,400	.....	20,600
Kansas City.....	253,027	18,862	20,422	.....	10,760
Baltimore.....	137,092	1,195	47,456	.....	.....
Down Mississippi.....	307,551	372,837	614,388	259,897	70,351
On lake.....	814,595	782,764	1,089,2	10,000	59,037
On canal.....	1,775,183	93,902	6,000	379,932	81,204

Tot. Oct. 23, '82. 16,078,303 3,639,113 4,783,410 2,139,919 918,793
Tot. Oct. 21, '82. 14,925,811 3,877,413 4,313,509 2,098,133 833,719
Tot. Oct. 11, '82. 11,484,911 4,481,933 4,597,793 1,651,865 814,143
Tot. Oct. 29, '81. 21,252,573 29,419,955 4,395,769 2,956,375 1,256,191

THE DRY GOODS TRADE.

FRIDAY, P. M., November 3, 1882.

Business was restricted in volume the past week, continued mild and unseasonable weather having militated against the demand for most kinds of fall and winter goods. An auction sale of about 1,000 packages of cotton goods (the balance of production of the Warren Cotton Mills) attracted a fair number of near-by buyers to the market; but their purchases at private hands were light and unimportant. The auction sale referred to was a success, so far as regards the prompt and wide distribution of the goods, but the prices realized were generally low (in accordance with expectations), few of the lines offered having been of a strictly desirable character. The jobbing trade lacked animation, and but little improvement in this branch of the business can be looked for until a period of cold weather gives an impetus to the demand for consumption.

DOMESTIC COTTON GOODS.—The exports of domestics for the week embraced 1,430 packages, making the total shipments from this port since January 1, 115,326 packages, against 117,363 for the corresponding period last year and 92,613 in 1880. There was a continued lull in the demand for plain and colored cottons at first hands, and only a moderate business was done by jobbers. Prices are without quotable change, and while the most desirable fabrics are steady and in limited supply, outside makes of brown, bleached and colored cottons are accumulating and quotations are barely maintained. Print cloths were less active than during the previous week, but closed steady at 3 11-16c for 64x64s and 3 5-16c for 56x60s. Prints were dull, save when offered at very low figures, and ginghams and cotton dress goods were almost neglected by package buyers.

DOMESTIC WOOLEN GOODS.—Men's wear woollens were sluggish in agents' hands as regards new business, but there was a fair movement in fancy cassimeres, suitings, chevots, worsted coatings, &c., on account of back orders. Overcoatings ruled quiet, and there was an irregular demand for cloakings. Satinets continued dull, and there was a strictly moderate call for Kentucky jeans and doekings. Dress flannels, suitings and sackings were the most active of woolen goods, and the best makes continue sold ahead of production and firm in price. White flannels were also in good request, and there was a light reasserting demand for colored flannels and fine blankets at steady prices. Worst dress goods were lightly dealt in, as were shawls and skirts, and carpets ruled quiet at first hands.

Hosiery, knit underwear and fancy knit woollens were taken in small lots to a limited amount, but goods of this class were by no means active.

FOREIGN GOODS.—There was a slightly improved inquiry for a few specialties adapted to the coming holiday trade, but the general demand for imported dry goods was decidedly slow. Silks ruled quiet, but colored velvets and plushes were in steady demand. Dress goods were in light request, and linen and white goods continued sluggish; but laces, embroideries and holiday handkerchiefs were distributed in fair quantities.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Nov. 2, 1882, and since January 1, and the same facts for the corresponding periods of 1881, are as follows:

		ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1882 AND 1881.				WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.	
		Week ending Nov. 3, 1881.	Since Jan. 1, 1881.			Week ending Nov. 2, 1882.	Since Jan. 1, 1882.
		Value.	Pkgs.			Value.	Pkgs.
Manufactures of—				Manufactures of—			
Wool	573	212,313	38,002	Wool	772	281,748	47,319
Cotton	871	225,618	60,670	Cotton	966	303,169	63,302
Silk	912	618,259	40,824	Silk	846	517,708	49,480
Flax	1,242	211,014	72,510	Flax	1,116	227,300	72,879
Miscellaneous	531	152,552	55,405	Miscellaneous	980	181,818	81,243
Total	4,129	1,449,816	267,383	Total	4,710	1,571,713	314,286
Manufactures of—				Manufactures of—			
Wool	936	138,552	19,244	Wool	337	126,139	17,577
Cotton	1,296	39,954	12,119	Cotton	1,225	3,538	11,244
Silk	1,961	39,954	12,119	Silk	1,225	3,538	11,244
Flax	384	65,709	23,283	Flax	52	52,357	16,822
Miscellaneous	1,074	77,134	102,787	Miscellaneous	786	56,325	87,085
Total	2,082	412,558	164,404	Total	1,658	374,297	143,703
Entered for consumption	4,129	1,449,816	267,383	Entered for consumption	4,710	1,571,713	314,286
Total at the port	6,211	1,862,344	431,767	Total at the port	6,368	1,946,510	457,989

Imports of Leading Articles.

The following table, compiled from Custom House returns, shows the foreign imports of leading articles at this port from Jan. 1 to Oct. 27, 1882, and for corresponding period in 1881:

[The quantity is given in packages when not otherwise specified.]

	1882.	1881.		1882.	1881.
China, &c.	28,998	23,172	Metals, &c.	262,375	229,598
China	25,635	45,810	Iron, pig.	87,504	323,700
Earthenware	459,219	405,483	Lead, pigs.	32,443	30,228
Glassware	57,205	49,212	Spelter, lbs.	17,452	2,089,306
Glass plate	8,836	6,734	Steel	1,888	934,870
Buttons	13,626	9,996	Tin, boxes	1,850,802	1,331,753
Coal, tons	20,942	51,542	Tin sals, lbs.	57,119	634,164
Cocoa, bags.	44,025	49,276	Paper Stock	191,172	154,471
Coffee, bags.	2,478,012	2,183,369	Sugar, hlds.	594,243	534,905
Cotton, bales	4,562	9,078	Sugar, boxes	594,243	534,905
Drugs, &c.	22,502	25,674	Sugar, and bags	2,685,510	2,525,191
Black, Peru	30,841	18,993	Ten	810,566	1,023,600
Cochineal	3,819	4,865	Tobacco	63,303	53,740
Gambier	15,226	44,083	Wines, &c.	171,463	172,497
Gum, Arab.	6,908	6,515	Champ'gne	212,806	201,170
Indigo	7,015	4,305	baskets	61,964	46,675
Madder, &c.	467	519	Wines		
Oil, Olive	48,592	45,208	Wood, bales		
Optum	359	1,122	Reported by		
Soda, bicarb.	10,838	5,644	value.		
Soda, ash	39,818	33,412	Cigars	1,695,457	1,435,358
Soda, sal.	80,451	66,816	Fancy goods	1,496,614	1,442,056
Flax	7,012	6,384	Fish	691,738	537,670
Furs	12,631	9,246	Fruits, &c.	1,739,671	1,181,103
Hemp cloth	1,634	2,381	Lemons	1,643,851	1,358,801
Ham, bales	4,577	6,275	Oranges	1,267,297	837,325
Hides, &c.	255,973	253,730	Nuts	2,164,352	1,455,159
Bristles	2,434	2,105	Raisins	16,245,918	16,558,359
Hides, d'ead	7,547	6,145	Rice	822,380	219,331
India rubber	76,232	56,735	Spices, &c.	137,742	66,929
Ivory	1,983	2,655	Cassia	37,988	67,058
Jewelry, &c.	2,875	1,496	Pepper	321,362	610,114
Watches	1,189	1,016	Saltpetre	317,489	339,520
Linseed	181,596	174,427	Woods	839,903	624,705
Molasses	95,054	67,790	Cork	120,760	107,610
Metals, &c.	6,262	5,805	Logwood	618,039	654,523
Hardware	859	806	Mahogany	368,313	388,861

Receipts of Leading Articles of Domestic Produce.

The following table, based upon daily reports made to the New York Produce Exchange, shows the receipts of leading articles of domestic produce in New York for the week ending with Tuesday last (corresponding with the week for exports), also the receipts from Jan. 1, 1882, to that day, and for the corresponding period of 1881:

	Week ending Oct. 31.	Since Jan. 1, 1882.	Same time last year.
Ashes.....bbls.	78	4,864	3,554
Beans.....bbls.	3,625	38,420	79,355
Breadstuffs.....			
Flour, wheat.....bbls.	156,059	4,321,506	4,643,843
Corn meal.....bbls.	2,665	122,103	176,953
Wheat.....bush.	1,647,000	35,446,133	39,913,631
Rye.....bush.	45,118	1,134,804	835,715
Corn.....bush.	234,978	12,044,794	40,089,987
Oats.....bush.	183,122	14,286,401	13,408,697
Barley.....bush.	349,550	5,026,895	4,450,958
Peas.....bush.	18,650	480,448	215,293
Cotton.....bales.	61,984	797,254	806,686
Cotton seed oil.....bbls.	2,390	27,766	25,017
Flax seed.....bags.	134,650	813,449	984,001
Grass seed.....bags.	2,997	178,367	91,224
Hides.....No.	3,009	108,618	124,879
Hides.....bales.	1,413	54,436	32,578
Hops.....bales.	6,068	88,475	81,483
Leather.....sides.	68,636	2,882,394	2,870,129
Lead.....pigs.	15,992	486,762	126,435
Molasses.....hlds.	.....	80	3,443
Molasses.....bbls.	1,498	30,176	54,012
Naval Stores.....			
Turpentine, crude.....bbls.	7	1,272	1,458
Turpentine, spirits.....bbls.	2,862	89,659	69,948
Rosin.....bbls.	10,815	389,734	264,045
Tar.....bbls.	1,184	28,873	22,127
Pitch.....bbls.	100	1,944	3,267
Oil cake.....pkgs.	17,192	386,240	505,710
Oil, lard.....bbls.	55	8,916	8,164
Oil, whale.....galls.	.....	65,735	102,991
Peanuts.....bush.	947	.....	.....
Provisions.....			
Pork.....pkgs.	2,087	80,470	113,388
Beef.....pkgs.	692	40,734	33,254
Outmeal.....pkgs.	15,804	796,746	939,037
Butter.....pkgs.	27,780	1,127,915	1,278,911
Cheese.....pkgs.	48,963	2,027,118	2,518,842
Eggs.....bbls.	12,213	605,821	525,962
Lard.....pkgs.	9,500	284,186	521,579
Lard.....bbls.	2,525	192,375	237,328
Hogs, dressed.....No.	618	34,262	35,993
Rice.....bbls.	633	51,910	57,040
Spelter.....pkgs.	5,520	90,058	109,079
Stearine.....pkgs.	622	16,094	17,553
Sugar.....bbls.	.....	1,099	9,596
Sugar.....hlds.	109	4,342	16,111
Tallow.....pkgs.	1,275	33,606	42,416
Tobacco.....boxes & cases.	2,520	115,276	134,575
Tobacco.....hlds.	1,224	90,131	78,330
Whiskey.....bbls.	2,899	165,634	181,844
Wool.....bales.	6,743	107,506	83,962

Exports of Leading Articles of Domestic Produce.

The following table, based upon Custom House returns, shows the exports from New York of all leading articles of domestic produce for the week ending with Tuesday last; also the exports from the 1st of January, 1882, to that day, and for the corresponding period of 1881:

	Week ending Oct. 31.	Since Jan. 1, 1882.	Same time last year.
Ashes, pots.....bbls.	.....	636	1,212
Ashes, pearls.....bbls.	.....	54	195
Beeswax.....lbs.	.....	10,378	56,029
Breadstuffs.....			
Flour, wheat.....bbls.	86,368	3,1	3,880,800
Flour, rye.....bbls.	109	3,396	2,913
Corn meal.....bbls.	1,067	93,167	169,013
Wheat.....bush.	604,873	31,391,746	37,019,061
Rye.....bush.	25,591	1,180,193	858,557
Oats.....bush.	982	135,997	403,762
Barley.....bush.	50	6,868	.....
Peas.....bush.	1,151	292,598	198,761
Corn.....bush.	5,687	7,309,946	27,853,931
Candles.....pkgs.	799	35,516	46,384
Coal.....tons.	1,964	57,795	56,739
Cotton.....bales.	19,342	595,822	471,840
Domestics.....pkgs.	1,480	115,565	117,367
Hay.....bales.	982	44,011	71,969
Hops.....bales.	3,695	35,917	28,993
Naval Stores.....			
Crude turpentine.....bbls.	.....	265	166
Spirits turpentine.....bbls.	212	23,578	10,589
Rosin.....bbls.	2,730	263,685	166,393
Tar.....bbls.	173	10,804	9,480
Pitch.....bbls.	111	5,757	4,305
Oil cake.....cwt.	23,573	1,781,770	2,085,487
Oil.....			
Whale.....gals.	.....	80,750	163,067
Sperm.....gals.	750	186,869	162,292
Lard.....gals.	4,785	257,370	315,023
Linseed.....gals.	767	33,924	31,630
Petroleum.....gals.	7,246,913	318,863,474	290,025,184
Provisions.....			
Pork.....bbls.	1,043	130,988	159,508
Beef.....bbls.	642	34,243	39,097
Butter.....pkgs.	761	38,941	46,220
Butter.....lbs.	865,460	188,021,332	321,819,924
Cheese.....pkgs.	38,637	5,923,177	16,986,835
Cheese.....lbs.	861,293	85,776,507	115,828,235
Lard.....lbs.	2,541,605	136,952,949	189,856,846
Rice.....bbls.	356	16,274	19,862
Tallow.....lbs.	268,097	18,253,404	39,474,486
Tobacco, leaf.....hlds.	1,346	84,459	74,369
Tobacco.....bales and cases.	618	40,074	47,435
Tobacco manufactured, lbs.	117,031	5,862,214	4,866,830
Whalebone.....lbs.	8,698	203,189	15,478

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Insurance.

OFFICE OF THE
ATLANTIC
Mutual Insurance Co.,

NEW YORK, January 25, 1882.
The Trustees, in conformity to the Charter of
the Company, submit the following Statement
of its affairs on the 31st December, 1881:
Premiums on Marine Risks from
1st January, 1881, to 31st De-
cember, 1881..... \$4,039,487 10
Premiums on Policies not marked
off 1st January, 1881..... 1,587,534 47
Total Marine Premiums \$5,627,021 57

Premiums marked off from 1st
January, 1881, to 31st Decem-
ber, 1881..... \$4,110,176 72

Losses paid during the same
period..... \$1,775,982 80

Returns of Premiums and Ex-
penses..... \$924,227 02

The Company has the following Assets, viz.:
United States and State of New
York Stock, City, Bank and
other Stocks..... \$8,965,758 00
Loans secured by Stocks and
otherwise..... 1,729,500 00
Real Estate and Claims due the
Company, estimated at..... 491,148 18
Premium Notes and Bills Re-
ceivable..... 1,631,294 23
Cash in Bank..... 347,765 99
Amount..... \$13,165,466 40

SIX PER CENT INTEREST on the outstand-
ing certificates of profits will be paid to the holders
thereof, or their legal representatives, on and
after Tuesday, the Seventh of February next.

THE OUTSTANDING CERTIFICATES of
the issue of 1877 will be redeemed and paid to
the holders thereof, or their legal representa-
tives, on and after Tuesday, the Seventh of Feb-
ruary next, from which date all interest thereon
will cease. The certificates to be produced at
the time of payment and canceled.

A DIVIDEND OF FORTY PER CENT
declared on the net earned premiums of the
Company, for the year ending 31st December,
1881, for which certificates will be issued on
and after Tuesday, the Second of May next.

By order of the Board,

J. H. CHAPMAN, Secretary

TRUSTEES:

J. D. Jones,
Charles Dennis,
W. H. H. Moore,
Lewis Curtis,
Charles H. Russell,
James Low,
David Lane,
Gordon W. Burnham,
A. A. Raven,
Wm. Sturgis,
Benjamin H. Field,
Josiah O. Low,
William E. Dodge,
Royal Phelps,
Thomas F. Youngs,
C. A. Hand,
John D. Hewlett,
William H. Webb,
Charles P. Burdett,
Horace Gray,
Edmund W. Corlies,
John Elliott,
Adolph Lemoyne
Bobt. B. Minturn,
Charles H. Marshall,
George W. Lane,
Edwin D. Morgan,
Robert L. Stuart,
James G. De Forest,
Samuel Willetts,
Charles D. Leverich,
William H. Bryce,
William H. Fogg,
Thomas B. Coddington,
Horace K. Thurber,
William Degroot,
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